

IN COLOUR: THE ROYAL TOUR OF CANADA; AND THE ST. LAWRENCE SEAWAY.

For over a century distinguished taste has demanded

CHAMPAGNE **MERCIER**

Messrs Jarvis, Halliday & Co. Ltd., 62 Pall Mall, London, S.W.1



TENNENT'S BRITISH LAGER

J.&R.TENNENT LTD., WELLPARK BREWERY, GLASGOW.

BEER AT ITS BEST



The essence of feminine elegance . . .



LES PARFUMS
WORTH

JE REVIENS • VERS TOI • DANS LA NUIT • IMPRUDENCE

"King George IV"
OLD SCOTCH WHISKY



THE DISTILLERS AGENCY LTD

EDINBURGH • SCOTLAND

Drambuie

THE LIQUEUR YOU PREFER TO BE OFFERED



FINE SOAPS • PERFUMES

MORNY

MATCHING BATH LUXURIES

of Regent Street London

McVITIE & PRICE

Makers of Finest Quality Biscuits

EDINBURGH • LONDON • MANCHESTER

the finest
SHRIMPS
are



Young's

**POTTED
SHRIMPS**

LOWER GROSVENOR PLACE, LONDON, S.W.1

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

10, ST. JAMES'S STREET, LONDON, S.W.1





So grows a tree

The bursting of the seed. The thin probing shoot, pale from earth-darkness, curled like a crozier. The sharpness of bud, the quick unfolding of first paired leaf. So grows a tree. On which one day a child may swing or lovers carve their names, bright blossoms blow or autumn fruits ripen. A tree which can out-stature the man who sowed it, yet may be killed by something no greater than a speck of dust.

Individually, root-lesion nematodes (*Pratylenchus penetrans*), like nearly all the plant-parasitic ceworms which prey on crops throughout the world, are almost invisible to the naked eye. But in their teeming swarms—many thousands may live and feed in the root system of a single seedling tree—they are capable of such destruction that an entire nursery may be made utterly useless, and the land have to be abandoned. Even crop rotation is of no avail, for though interim crops may prove immune or resistant, the nematodes do not

die and will return to the attack the moment the original crop is replanted, even after an interval of ten years or more. The only hope is complete fumigation of the soil.

In the Netherlands, where agricultural land is restricted and every acre must be used to its best advantage, it has been found that there is one outstanding, practicable and economical method of such soil-cleaning: with D-D Soil Fumigant, developed by Shell. Injected to a depth of about 15 cm. (6") in the autumn, the dark brown D-D liquid rapidly vaporizes into a powerful penetrating gas which effectively kills the nematodes in the soil. The following spring, the nursery can be re-sown, with the knowledge that the young trees will live and grow unmolested by ceworms, and that the soil will remain sweet and clean. In one nursery in Holland, for example, excellent crops were raised in D-D treated soil three years after application.



Pratylenchus spp. Root-lesion nematode x 125.

D-D

So grows a tree. And so also grows the ever-increasing list of important crops effectively and economically protected by one or more of the Shell pesticides for world-wide use. Between them, aldrin, dieldrin, endrin, Phosdrin, D-D and Nemagon control virtually every significant world pest, both below and above the soil. If you have a pest problem, consult your Shell Company. Whatever Shell does, Shell does well.

you can be



The Philharmonia Orchestra of London

Sweet music for housewives

Yesterday's washboard is today's musical instrument. Cleaning goes with a swing. Soon perhaps we shall have a concerto for spin-dryer and orchestra, washing-machine and strings untied. For today the sound of these aids to easier housekeeping is sweet music indeed to women in many countries—and will be in many more.

Engineer, designer, chemist . . . all play important roles in making home life easier. And where washing and cleaning is concerned, the work of chemists in developing synthetic detergents has brought about a domestic revolution. One of the world's leading

manufacturers of the base materials for detergent liquids and powders is Shell: one of its products, Dobane P.T. (dodecyl benzene). Many a famous brand is based on Dobane. Many a wash is whiter because of it (including, maybe, musicians' shirts), many a day less tiring.

But not only in detergents does Shell chemical research and production help the housewife. Shell plastics bring her cheerful, colourful, easier-to-clean household articles in amazing and ever-growing variety. Shell resins and solvents inspire better and longer-lasting surface finishes and paints. The clothes

she wears, the cosmetics she uses, the food she serves . . . all are better because of chemicals. If you have a process calling for industrial chemicals, call on Shell.

Dobane

Trade Mark

detergent alkylate

Detergents, solvents, resins, plastics. Base chemicals and additives, aromatics, glycols, synthetic rubber . . . Shell chemical production serves every industry. Ask your Shell Company how Shell facilities, experience and world-wide service can serve you.

sure of



chemicals

Issued by the Shell International Chemical Company Limited and the Basaltite Internationale Chemie Mij. N.V. For further information consult your Shell Company (in the U.K., apply to Shell Chemical Company Limited).



Suddenly,
in the crew room — alert! Only
4 minutes later, 4 Victors
are airborne. Britain's highly mobile
V-bomber force must be ready
for any emergency.

V-bombers airborne—4 mins flat!

Climbing now, at 4,000 feet a minute. The expert eyes of the Navigator/Plotter scan the green image on the radar screen for landmarks far below... 'Course 090'. Even now, 200 miles from the 'target', the Navigator/Radar prepares for his bombing run.

The Air Electronics Officer alters the frequency on his radar jamming set. He is responsible for equipment with enough power to light a palace. Above him, up the cabin ladder, is the flight deck. Here, Captain and Co-pilot sit side-by-side. The Captain, a Flight Lieutenant of 27, has

well over 1,750 hours of flying experience behind him.

Each member of this crew is hand-picked; each very confident of the others' special abilities. And, indeed, the R.A.F. will look to officers like these for its future top-ranking leaders. Their experience will be needed—in administrative, liaison and training posts and, perhaps, in High Command. A long way since their training days...

Could you make the grade as an R.A.F. aircrew officer?

For details of how to apply, and of

pay,* conditions and allowances, write to the Air Ministry, Dept. M.9 (ILN6a) Adastral House, London, WC1. (Applicants must be between 17½ and 26 and have gained a good G.C.E. or equivalent.)

*A Flight Lieutenant of 25 can earn, with full allowances, nearly £1,700 a year.

Three types of Commission: (1) Permanent, leading to a pension. (2) 12 years, with the option to leave after eight years and the chance of gaining a permanent commission. (3) 5 years, with the chance of gaining a permanent commission.

A full life...flying with the Royal Air Force

For the man who
really cares

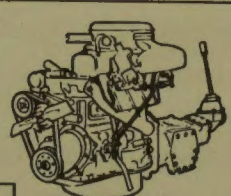
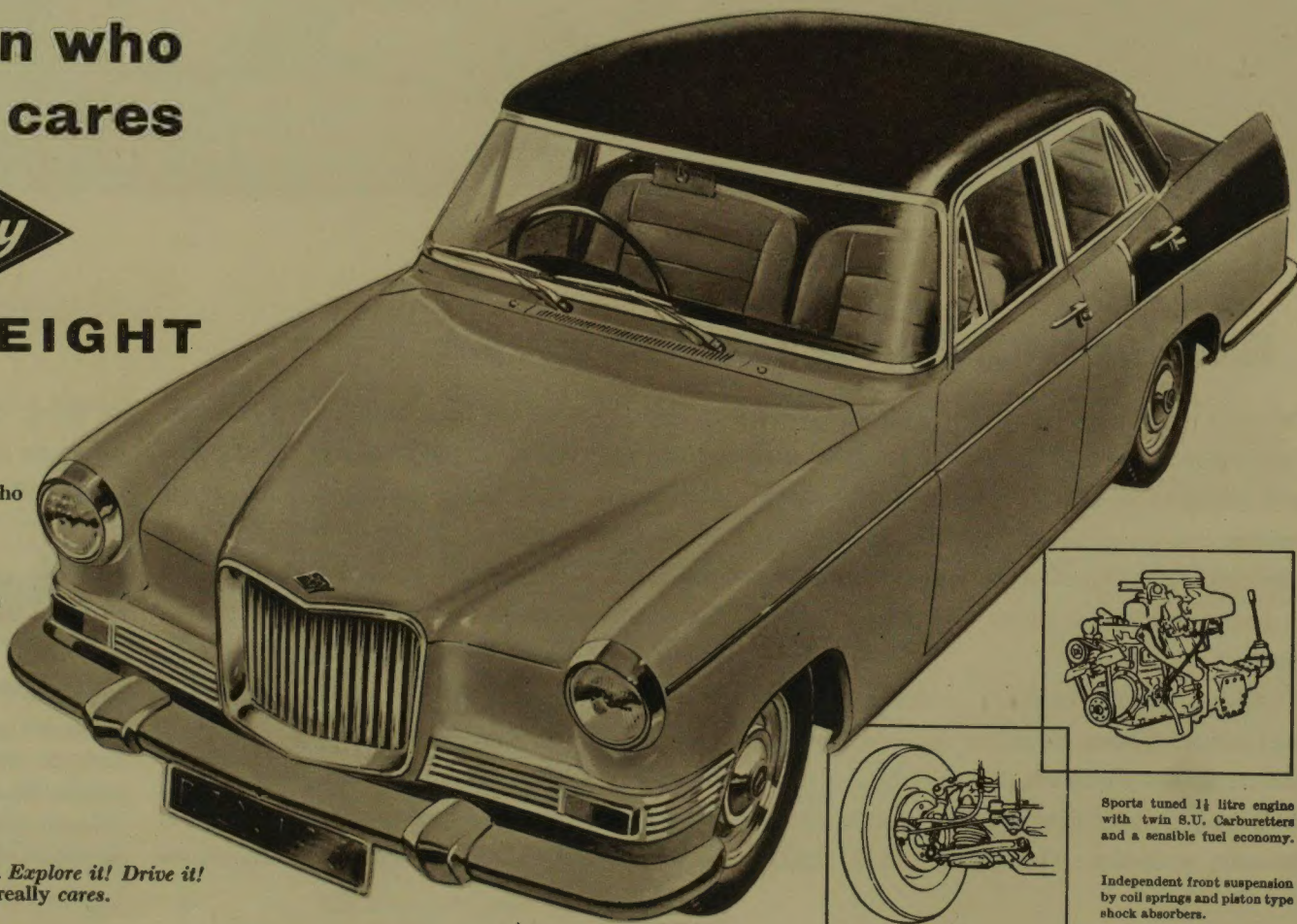
—the new

4 SIXTY EIGHT

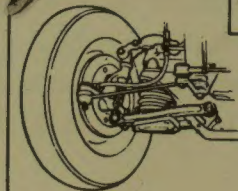
Here's a superb new Riley for the man who really cares about motoring! Long, low, elegant, spacious and luxurious. Instant surging power from the sports tuned twin carburettor 1½ litre engine.

Effortless high cruising speeds—low running costs. And suspension, steering, brakes—all designed and built to the traditional standard of Riley perfection.

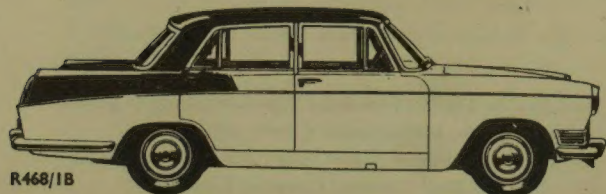
Look at the new Riley 4 Sixty Eight. Explore it! Drive it!
This car is created for the man who really cares.



Sports tuned 1½ litre engine with twin S.U. Carburettors and a sensible fuel economy.



Independent front suspension by coil springs and piston type shock absorbers.



R468/1B



£725 plus £303.4s.2d. P.T.
Duotone Colours extra

FOR MAGNIFICENT MOTORING

Every RILEY carries a
TWELVE MONTHS'
WARRANTY and is backed
by Europe's most comprehensive
Service—B.M.C.

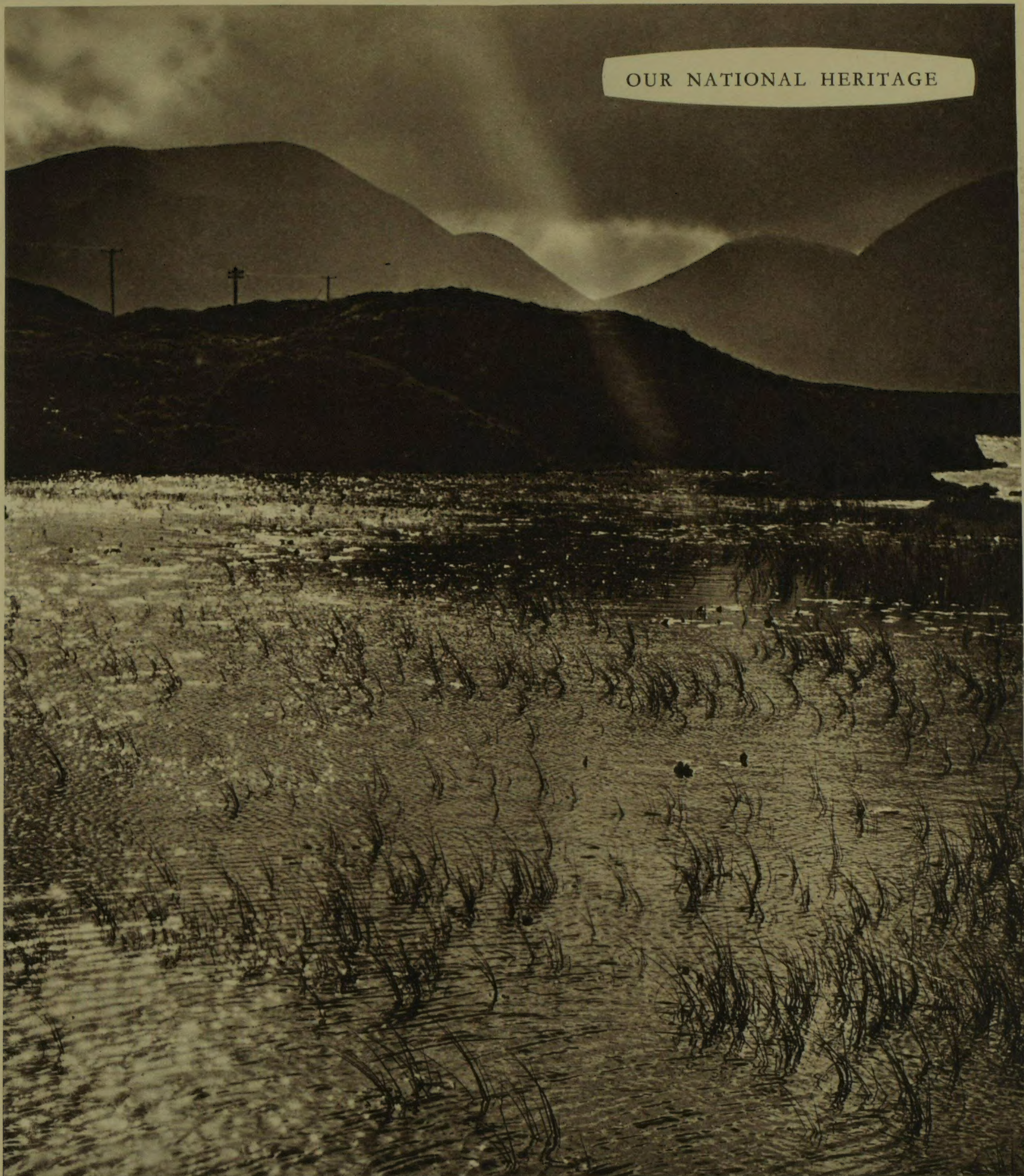


RILEY MOTORS LTD., Sales Division, COWLEY, OXFORD

London Showrooms: 55/56 Pall Mall, S.W.1.

Overseas Division: Nuffield Exports Ltd., Oxford and 41/46 Piccadilly, W.1.

OUR NATIONAL HERITAGE



THE ISLE OF SKYE, in the words of Sir Walter Scott, 'rivals in grandeur and desolate sublimity anything the Highlands can produce'. Once the home of Viking invaders from Norway, it was to Skye that Prince Charles Edward escaped after Culloden (1746) with the help of Flora Macdonald. The view of the famous Cuillins* from Loch Scavaig is particularly fine. Scott, who visited Skye in 1814, wrote in *The Lord of the Isles* of 'that dread shore That sees grim Coolin rise, and hears Corisken roar'.

The perfect companions for seeing Britain are the new NATIONAL BENZOLE ROAD MAPS, Britain's finest. Not only main roads, but even the tiniest by-ways are clearly shown, together with places of historical interest and important landmarks. Four large-scale maps cover England, Scotland and Wales. Two wonderful extras are the London Special and the Route Planning Map of Great Britain. *Available at all National Benzole Stations, 1/- each. Complete set of six in attractive plastic case, 7/6d.*



By Appointment to
Her Majesty the Queen
Suppliers of Motor Spirit
National Benzole Company Ltd.
Mercury House
195 Knightsbridge, London SW7

PEOPLE GOING PLACES GO SUPER NATIONAL BENZOLE

* See National Benzole Maps: Section Four (Northern Scotland) Square V.6.

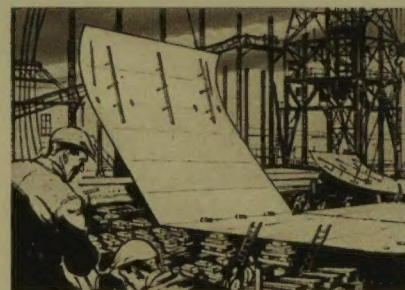


A GREAT SHIP TAKES SHAPE

making a good start

EARLY EACH MORNING Shipwright Geoffrey Tweddle sets out for Vickers yard, where, for twenty years, he has helped to lay the keels of many famous ships. His experience and skill are vital at this stage and throughout the building of the hull, for on his efforts and those of his colleagues depends the accurate assembly of the structure. In the past ten years the keels laid by Shipwright Tweddle and his workmates

have borne over a million tons of shipping down Vickers slipways to stock the oceans of the world.



VICKERS

VICKERS-ARMSTRONGS (SHIPBUILDERS) LIMITED VICKERS HOUSE BROADWAY LONDON SW1
SHIP & REPAIR YARDS: BARROW NEWCASTLE HEBBURN & JARROW

TGA BN180

Feel safer... *be* safer on **Firestone** TYRES



Firestone give you tyres matched to the work they have to do. On front wheels Firestone De Luxe add steering precision and riding comfort; on rear wheels Firestone Town & Country All-Season give maximum grip and stability whatever the road conditions. These two famous long-mileage tyres combine to raise standards of road safety and driving control.

Firestone Town & Country

with weatherised tread for rear wheels



Firestone

DE LUXE

In today's motoring hazards you owe it to your family, you owe it to others, you owe it to yourself to **BE SAFE ON THE ROAD**



Money is our Business

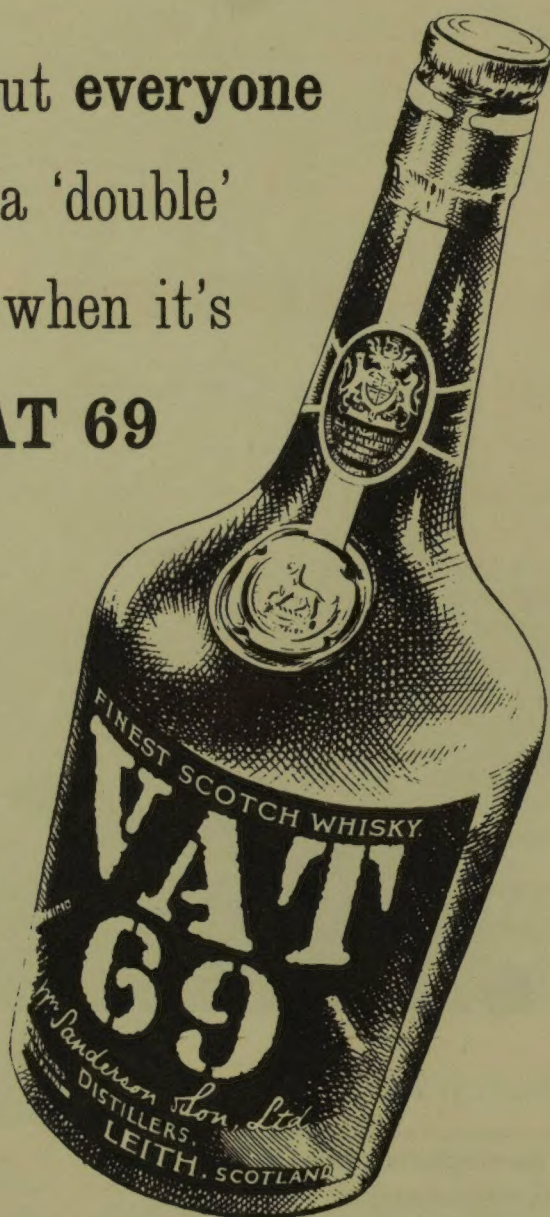
The finance of the chemical industry in all the multifarious forms it takes in a community as complex as ours is a very substantial part of our business, and it is proper that money should be in the forefront of the picture. We take pride in our share in industrial enterprise, but our part is primarily a financial one; for after all, our business is money.

Barclays Bank Limited



...but everyone
has a 'double'
when it's

VAT 69



**THE ONE SCOTCH
THAT STANDS OUT**



At work,
on Social
Occasions
or Sport

Rotopower Automatic

The Waterproof watch with the highest sale the world over. Many Patents cover the ingenious construction.

100% Waterproof,
Antimagnetic,
Shockproof,
21 Jewels,
Swiss made.

ROAMER

Price in

Chrome-Steel
£20 . 0 . 0

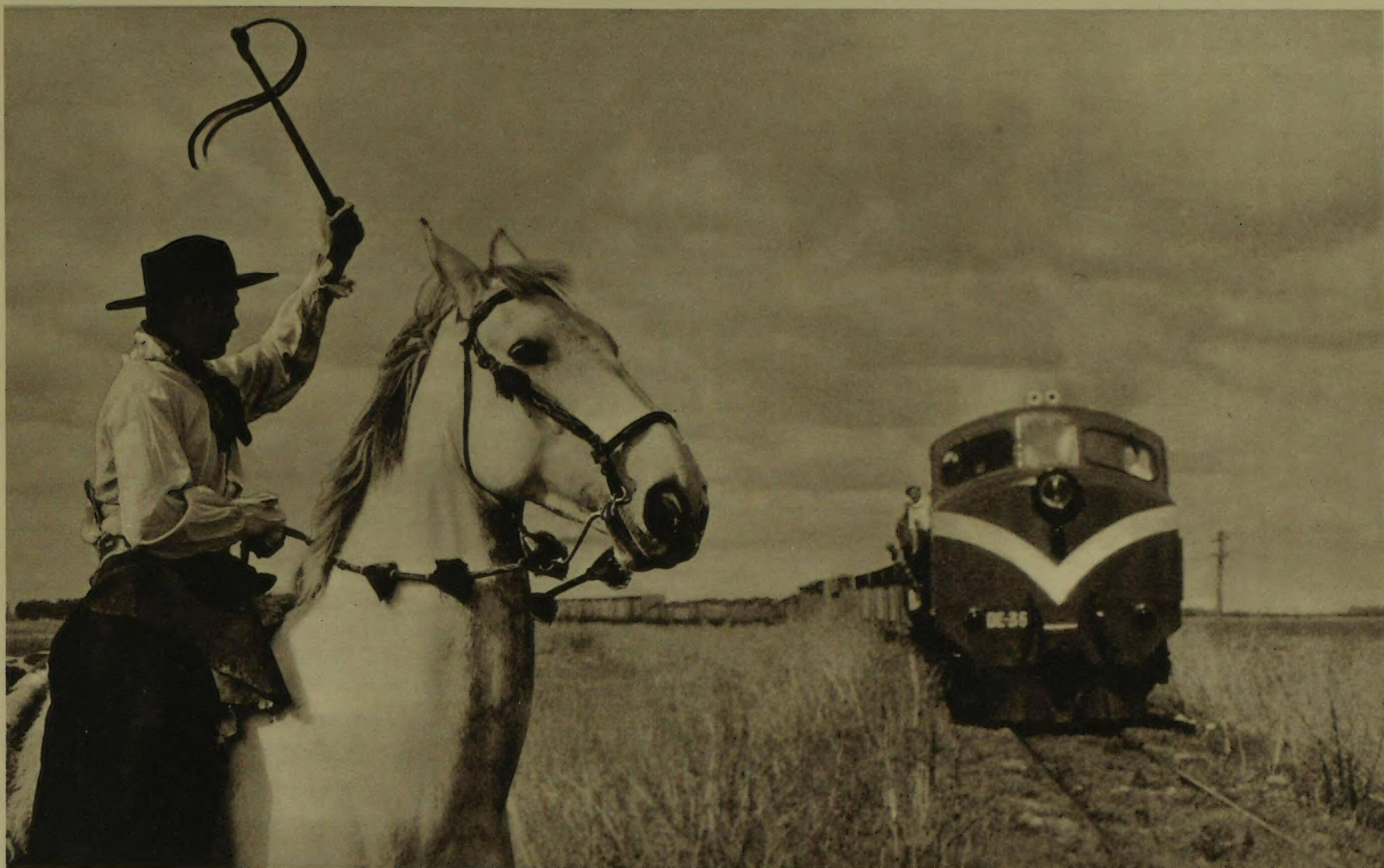
Rolled Gold-Steel
£22 . 0 . 0

Obtainable from
good Jewellers
everywhere.

World service
for Spares.



THE WORLD IS CRYING OUT FOR MORE POWER



Following the successful operation of five of these 1,000 h.p. diesel-electric locomotives on the Buenos Aires Provincial Railway, twenty-one similar locomotives are now being delivered for the General Belgrano Railway, Argentina. Thirteen are also in operation in Brazil, where in addition the main line from Sao Paulo to Jundiai was electrified by English Electric; rolling stock, three sub-stations and overhead lines were supplied.

New British immigrant gets a friendly “¡Bienvenido!”

**Why new trains
on the pampas can
mean more
exports from Britain**

These days the *gaucho* shares his pampas with some newcomers from Britain—fast, modern diesel-electric locomotives supplied by English Electric to two major Argentine railway systems, and introduced under a big scheme of modernization.

The *gaucho*—and all Argentina—welcome these “immigrants” because they mean that goods and passengers are going to be transported more quickly and economically. Thus, they will be helping to stimulate the national economy.

The delivery of this new traction equipment is welcome news for us in Britain, too—for three reasons.

FIRST, as it contributes to Argentina's prosperity, so it assists her buying power abroad. And for Britain, as a leading exporter of manufactured goods, Argentina's buying power is of great importance.

SECOND, our own national ability to buy abroad has been considerably assisted by the large sum of overseas currency

these locomotives have earned.

THIRD, in supplying these locomotives English Electric has gained further valuable experience. Into Argentina's new locomotives goes English Electric's experience as makers of traction equipment for 30 countries. This fund of experience ensures that English Electric is ready to meet the world's demands for locomotives now and in the future.

Creating the means to produce, distribute and use power is the business of The English Electric Company. Power from coal and oil, power from water, power from the atom. Transformers and switchgear to distribute this power. And modern electric trains, industrial motors and domestic appliances to use it.

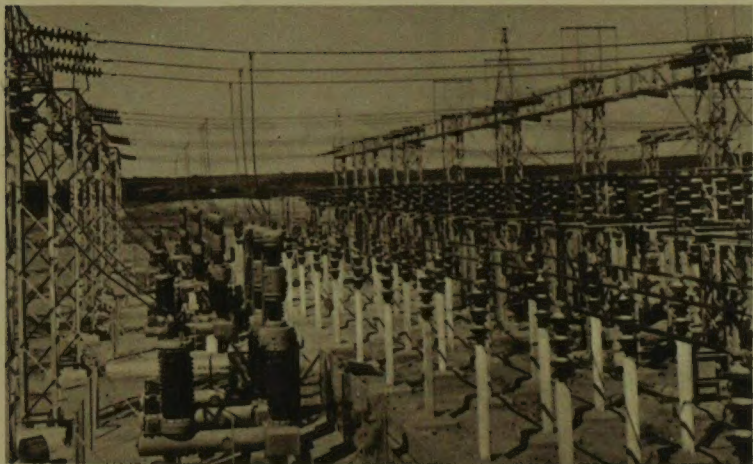
When abundant power is produced, distributed and used throughout the world, everybody will enjoy a richer life. In all of its many activities, English Electric is helping to make that goal a reality.

Power is the business of

‘ENGLISH ELECTRIC’

THE ENGLISH ELECTRIC
COMPANY LIMITED, MARCONI HOUSE,
STRAND, LONDON, W.C.2

... bringing you better living



At Macagua No. 1 power station near the confluence of the Rivers Caroni and Orinoco, Venezuela, English Electric has installed this 115 kV switching station together with relays, transformers and all the auxiliary switchgear and fusegear for the power station. The equipment was supplied through a member of the English Electric Group—English Electric de Venezuela, C.A.



BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MEDALLISTS

SPINK & SON LTD.

5, 6 & 7 KING ST., ST. JAMES'S, LONDON S.W.1

Tel : Whitehall 5275

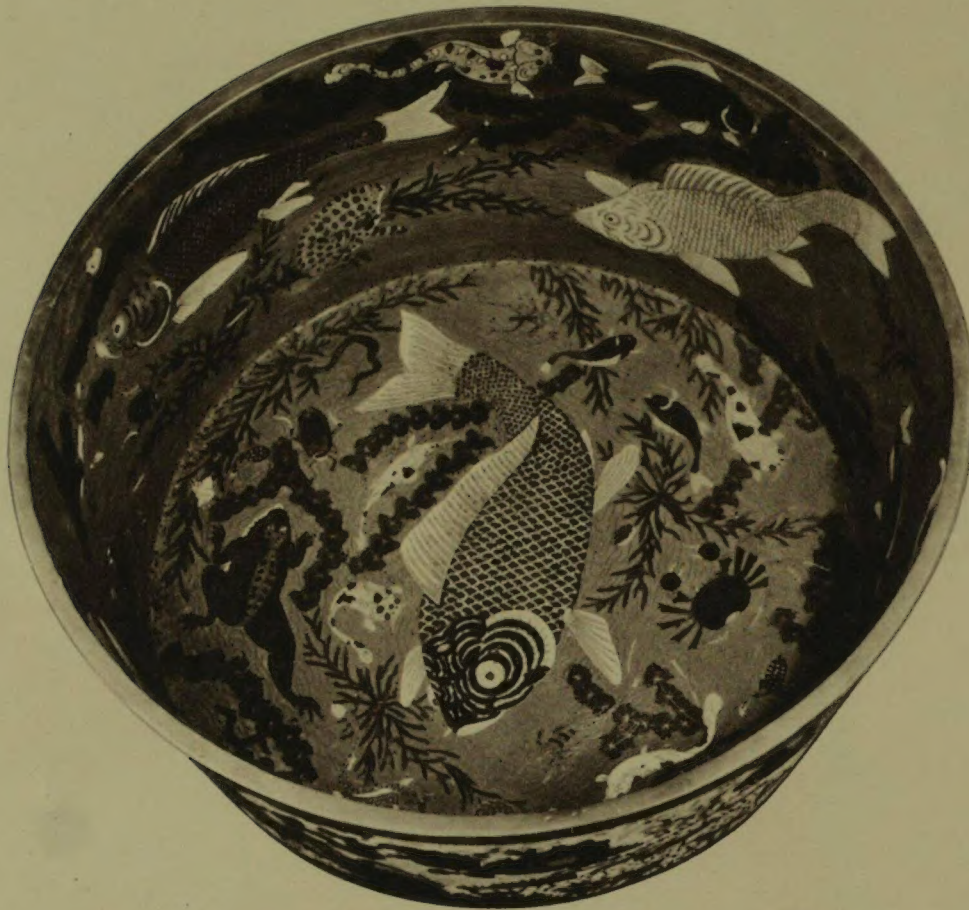
ESTABLISHED

Cables : Spink, London

1772



BY APPOINTMENT
TO H.R.H. THE DUKE OF EDINBURGH
MEDALLISTS



Cloisonné enamel cistern with vari-coloured fish etc., on a turquoise ground. The exterior with deer among lapis lazuli mountains, green fir trees and white cloud background.

Ch'ien Lung, 1736-1795. Diameter 25 inches. Depth 10½ inches.



By Appointment to Her Majesty The Queen.
Suppliers of Domecq Sherry, Luis Gordon & Sons Ltd.

A crowning achievement...

'Double Century' is the sherry of all sherries. Some are too dry; some too sweet. 'Double Century' is a Sherry to suit all tastes, selected specially to celebrate the 200th birthday of the famous house of Pedro Domecq.

Try a bottle or a glass today and see if you have ever tasted such a lovely wine.

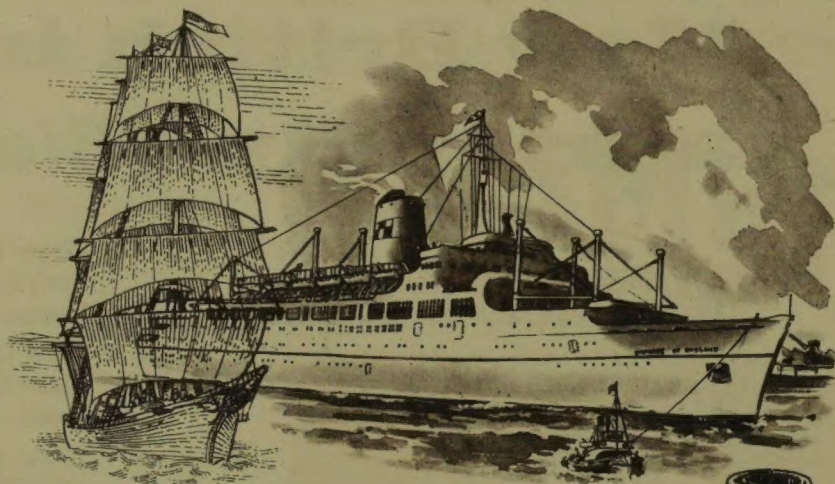


Domecq's
DOUBLE CENTURY
The Best of all Sherries.

The finest of Sherries obtainable through your usual channels of supply.

Sole Importers (Wholesale only) Luis Gordon & Sons Ltd., 48 Mark Lane, London, E.C.3.

Remembering the delicious 'CELEBRATION CREAM'
... and the exquisite dry Fino 'LA INA'



ADD TO THE PLEASURE OF MODERN LIVING...

An ocean voyage could be an uncomfortable experience in the days of the old sailing ships. Nowadays we relax in the lounge of a liner... a much more agreeable setting for the enjoyment of Lang's. On land, at sea or in the air... Lang's makes life more pleasant.

LANG'S
OLD
SCOTCH WHISKY

Abuse them a



PLAYER'S

Britain's best liked cigarettes



They taste better

Bostikology



Bostikilience

means resilient security

The 'Bostik' research laboratories are continuously evolving 'Bostik' adhesives and sealing compounds to meet the demands of new manufacturing processes, to partner new materials. One such demand is that for resilience, and 'Bostik' technologists amply fulfil it with products that give tenacious bonding and sealing with maximum resilience. In the Bostikology idiom of efficiency this resilient security is known as Bostikilience. Other 'Bostik' characteristics have their descriptive words, too, such as Bostikacity—its tenacity; and Bostikonomy—its economy. Together they explain why 'Bostik' is widely used to construct cars, and aircraft, ships and buildings—to advance nuclear energy and electronic projects. Industry benefits from resilient securing and sealing with 'Bostik' products: from, in a word, Bostikilience.

Bostik

advances industry...
through Bostikology



New swift line, new uncrowded comfort

"THAT'S A NICE CAR YOU'RE WEARING," her husband remarked. Indeed, they both enthuse about the looks of their new Austin A55 Cambridge Mk II — and they know its looks stem from strictly practical considerations. **PININ FARINA**, who designed the car, always works from the inside outwards, which means that every line of the modern styling is justified by functional advantages like

these: **FAMILY SIZE:** added inches everywhere to give big-car comfort for a medium-car price. Huge 19 cu. ft boot with counterbalanced lid. **RELAXED DRIVING:** unrestricted view all round with 22 sq. ft of safety glass. Raked steering wheel. 4-speed gearbox with either floor or steering column change. **PERFORMANCE:** lively BMC 1½ litre, 4-cylinder engine chucks up 39 mpg at a steady 40

mph. Top speed: in the upper 70s. **FACTS ARE IMPORTANT**, but to know the character, the *feel* of the A55, visit your Austin dealer. Go over the car inch by inch. Then drive it — you'll like it! Arrange for a test drive today.

EUROPEAN TOURING SERVICE: Ask your dealer about BMC Service Vouchers. Bought in Britain with sterling, they are valid throughout Europe.

AUSTIN A55



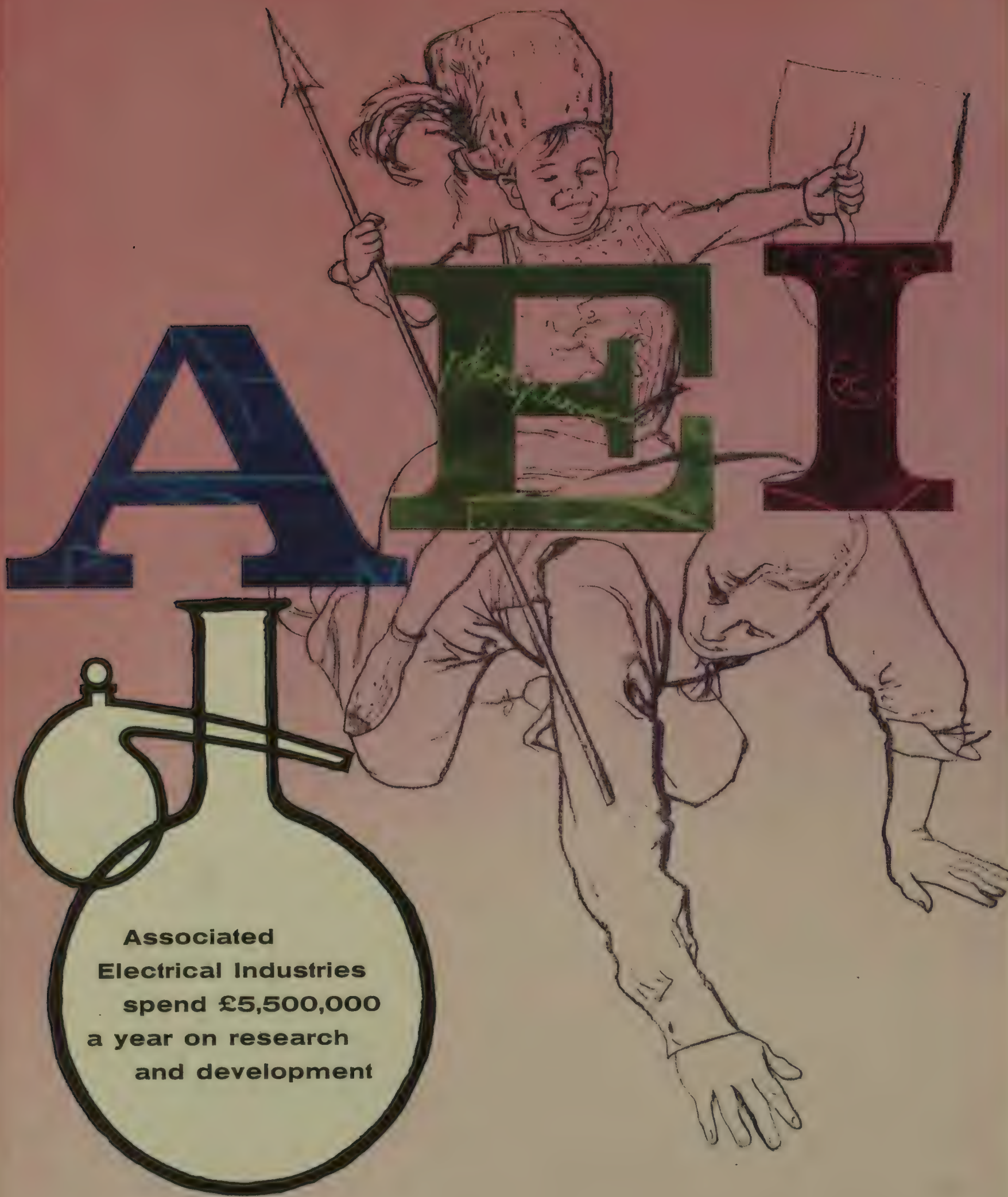
By Appointment to
Her Majesty The Queen
Motor Car Manufacturers
The Austin Motor
Company Limited



Backed by
BMC 12-month
warranty
and BMC
service

AUSTIN LOOKS YEARS AHEAD

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM



**Associated
Electrical Industries
spend £5,500,000
a year on research
and development**

Quite suddenly in this man's mind, while he's digging in the garden or acting horse to the children, x and y may click together and he'll have a hunch. Because he works in A.E.I. the hunch will have to do with something electrical: because he is with A.E.I. he will be able to do something about it. For A.E.I. spends £5,500,000 a year turning scientific inspirations into engineering facts. A.E.I. built the discharge reaction chamber known as Sceptre, and Merlin, its own research reactor, as well as big electron and proton accelerators. Semi-conductors and germanium power rectifiers, sting-ray ground control for guided missiles: steam and gas turbine-generators of improved performance, transformers, switchgear, traction equipment, and the new water-cooled cable—these are only a few of the fruits of the process, only a few of the ways in which A.E.I. research and development help to keep Britain ahead. **AEI** *part of a great Britain*

THE ILLUSTRATED LONDON NEWS

© 1959. THE ILLUSTRATED LONDON NEWS & SKETCH LTD. The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved.

SATURDAY, AUGUST 15, 1959.



JUNE 26. "THE INAUGURATION OF A GREAT JOINT ENTERPRISE": THE QUEEN AT THE OPENING OF THE SEAWAY.

On June 26, at midday, the Queen and President Eisenhower jointly opened the great 2300-mile St. Lawrence Seaway, which had been unofficially open to traffic since April. When the Royal yacht *Britannia* slowly sailed through the symbolic portals into St. Lambert Lock—to the accompaniment of fireworks, loud cheering from the crowds on the banks and the whistles and sirens of vessels in Montreal Harbour—she was the 1,875th ship to do so. Earlier in the day, in the ceremonial arena, the Queen, addressing

President Eisenhower, spoke of the increased co-operation and mutual understanding that the opening of the Seaway would help to bring about between Canada and the United States. In reply the President stated that the completion of the Seaway was "the latest event in a long history of peaceful parallel progress between our two peoples." The opening ceremonies marked, in the Queen's own words, the completion of "one of the outstanding engineering accomplishments of modern times."

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 6½d. (These rates apply as The Illustrated London News is registered at the G.P.O. as a newspaper.)



By ARTHUR BRYANT.

ANYONE who moves about Britain to-day, whether in a vehicle or on foot, knows that there is something fundamentally wrong with our transport system. Though the means for swift and comfortable travel have been immeasurably increased by scientists and engineers, there is everywhere confusion, duplication of effort, frustration and even danger. To say that one cannot get about the country with reasonable speed would be an absurd exaggeration, but it is difficult to do so without irritation, discomfort and risk to life and limb. The roads and streets are in places shockingly congested and in others dangerous both to cross and to use; the railways are widely regarded as an uncertain and inefficient medium for the transport of goods and are far less attractive to passengers than they used to be. This is not merely because the roads offer an alternative means of transport, but because the service the railways offer is less extensive, less punctual and less comfortable than it formerly was. Some trains still run to time and are properly staffed and maintained, but others are dreadfully crowded and ill-kept and make little attempt, if any, to run to time. And few who have to dispatch goods by rail feel very sure as to when they will arrive or in what condition they will do so. Yet our railway system used to be universally acknowledged as the best in the world.

All this is partly the result of our present prosperity and of the very advances that have been made in methods of mechanised propulsion. It is like the chaotic urban development produced by the Industrial Revolution in the early 19th century or the confusion and congestion on the Thames before the building of the Docks in the 18th century or the creation of the Port of London Authority in the 20th century. In other words, there is so much of a good thing that we have been unable to decide how to use it to the best advantage. And herein, I think, lies the key to the solution of the present transport imbroglio. We can only solve it by viewing and treating it as a whole. At present we are trying to solve the various problems facing us—blocked streets, road bottlenecks and casualties, lack of parking facilities and pedestrian crossings, bankrupt railway finances, and breakages and dishonesty in the railway warehouses and sorting-yards—by piecemeal measures, none of them related to one another. We shall never succeed unless we approach them as a whole, for, considered in isolation, the attempt to alleviate conditions for one class of traveller only creates worse ones for some other. I have often been struck, for instance, by the way in which the very protection one seeks as a pedestrian threatens to impede the freedom one asks as a motorist, or *vice versa*. Thus to help solve the congestion in the London streets, we are destroying one of London's and the Londoner's principal assets—the beauty, peace and safety of the Central London parks whose roads are now becoming as dangerous to cross as any in the capital, and whose quiet is being increasingly invaded by the noise of traffic and of the demolitions and excavations being carried out to convert hitherto green and shady pleasaunces into what are euphemistically called by bureaucrats and journalists *boulevards*; in other words, speedways. And to expedite the flow of traffic and to provide those able to purchase them with faster cars we are sacrificing every year a still greater number of human lives and a still greater volume of human happiness. It is a dreadful reflection on our failure to think out the implications of our national transport needs and the means of meeting them, that within a few more years a third of as many British lives will have been lost on the highways since the war as were lost in battle during it.

We are a people who love personal freedom, and who, loving it, through the centuries have sought to make personal freedom compatible with justice and order. Sometimes we have sought it by one means, sometimes by another, but in the last resort we have always found the solution in what we term "the Rule of Law." We have secured, so far as possible, the liberty of all by clearly defining the degree of freedom which a man may be allowed to enjoy for himself without impairing the freedom of others and then strictly enforcing and punishing any infringement of such liberty-ensuring limitations on liberty. Liberty

TO OUR READERS.

AFTER a gap of eight weeks' issues due to the printing dispute, we are happy to resume publication, and this will be the first number since June 13.

It has always been our pride that *The Illustrated London News* has served the purpose of a record of nearly every important event throughout the world, and as such it is useful as a work of reference to historians and scientists, as well as a periodical that gives pleasure to all our readers.

It is lamentable that there should be a gap of eight weeks in this invaluable record, and to make up for this in some measure we present, in this issue, an illustrated summary of the most interesting events that have occurred since June 13.

It will be noted that the greatest tour ever undertaken by a Royal Sovereign is merely touched upon but an exceptionally fine issue with colour and many black-and-white photographs dealing very thoroughly with this important journey of her Majesty the Queen through every part of Canada, has been in preparation and would have been issued to the public ere now had it not been for the cessation of work in the printing world. This issue, dated August 22, will appear next week and it will be a complete and almost day-by-day record of the tour of H.M. the Queen and H.R.H. Prince Philip in the Dominion of Canada.

I take this opportunity of thanking all our readers for their patience and their sympathy for our difficulties.

Bruce S. Ingram
(Editor-in-Chief.)

in a framework of discipline to ensure liberty has, in fact, been our rule and, whenever we have temporarily departed from this principle—as in the industrial and commercial *laissez-faire* exploitations of the 19th century—we have paid a heavy price in social dislocation and subsequent bitterness for it. Unless we create such a framework for our national transport system, we shall, I believe, pay a similar price for our present failure. For, without its being generally realised by those who break it, the Law is being openly flouted to-day by the motor-vehicle-owning and -using section of the community. The law against obstructing the roads and streets by leaving unattended vehicles in the highway is broken daily by almost every motorist. And the various laws and regulations enforcing speed-limits are broken almost as regularly and universally; in the

Royal Parks, for instance, by almost everyone who drives a motor vehicle. In London, indeed, an overworked and understaffed Police Force has given up almost any attempt to enforce the Law generally and has now apparently been enjoined by its own officers not to "harass" the motoring community unduly, in other words, *not* to enforce the Law thoroughly. All this is socially most dangerous, for respect for Law, like peace, is one and indivisible. It is forgotten that, by and large, the motoring community, though a very large one, is a minority of the nation and, on the whole, a financially privileged minority. If motorists are allowed to flout the Law, others will feel that they are morally entitled to flout it, too. The man who possesses a motor-car while his neighbour possesses none does so because the Law enforces the rights of property, and if he claims or expects exemption from the Law in his capacity as a car-driver, he can hardly complain if some less fortunate citizen claims the same exemption from the law of property and makes off with his car! A respectable "Teddy-boy" at the wheel, even if he wears a bowler-hat and is a pillar of his local community, is likely sooner or later to be matched by a rougher "Teddy-boy" on the pavement. Everyone who, in pursuit of his own interests, exceeds the speed limit in our urban and suburban streets or leaves his car unattended in them, is setting an example of lawlessness, while those who fail to enforce the Law are conniving at it. By and large, those who make and administer our laws and local regulations tend to be themselves motor-users, and there may possibly be, I suspect, an unconscious bias in the motorist's favour on the part of Authority, just as there used in an early age, when most of those who made and administered our laws were enthusiastic sportsmen, to be an unconscious bias against those without legal rights in rural property and game. What seems certain is that the law of the highway is being generally disregarded by the motoring community and that comparatively few of those who disregard it are punished for doing so.

It would, of course, be unjust to place the whole blame for this state of affairs on motorists, just as it would be unfair to place the whole blame for the financial plight of our railways on those who administer them. The confusion and congestion of our inadequately regulated transport system lies in the last resort at the door of those who govern us, and it is for them to provide a remedy, first by re-stating and remoulding the law to meet the problems of our age, and then by enforcing it "without fear or favour." What I believe is needed is a Royal Commission to survey the whole field of national communications and thereafter a public authority similar, say, to the Port of London Authority, to administer our railways, roads, canals and skies as a single whole for the common benefit of all who use them, private, commercial and public. Such an authority alone could decide, in the general interest, what degree of parking in the streets or highways was advantageously permissible, what were the rights of motorists and pedestrians, and what the safety-margins of speed for different classes of vehicles, what kind of highways were needed and what goods could be most beneficially and conveniently carried by the available means of road, rail, canal or air. The test of its enactments for the common good would be to ensure the maximum liberty for the individual traveller and transporter compatible with just respect for the needs of all. It is the application of this principle that has made the Port of London Authority since its inception in 1909 a model for the whole world, and its absence in the troubled field of our present road and rail communications that lies at the root of so many of our difficulties.



JULY 6: A UNIQUE OCCASION IN CHICAGO—THE TREMENDOUS RECEPTION GIVEN TO THE QUEEN AND PRINCE PHILIP BY THE GREAT REPUBLICAN CITY, SHOWING THE PROCESSION MOVING UNDER THE VAST SKYSCRAPERS.

When the Queen and Prince Philip paid their day's visit to Chicago on July 6, the warmth of the welcome they received was out of all proportion to the hitherto stern reputation of this stronghold of republicanism and isolationism. Some 2,000,000 people saw them on their thirteen-hour tour of the city.

The Queen was there as Queen of Canada and was accompanied by the Prime Minister, Mr. Diefenbaker. In the course of their visit they saw the Chicago Trade Fair, attended a lunch given by the Governor of Illinois and went round the Art and Science Museums for which Chicago is famous.

JUNE 6-12: PRINCESS MARGARET IN PORTUGAL: SOME NOTABLE OCCASIONS.



PRINCESS MARGARET RIDING WITH HER HOST, THE COUNT OF NOVA GOA, ON HIS 17TH-CENTURY COUNTRY ESTATE, QUINTA DA BEZELGA, AT TOMAR, WHERE SHE STAYED.



PORTUGUESE STUDENTS EMULATING THE GALLANTRY OF SIR WALTER RALEIGH BY LAYING THEIR CLOAKS FOR PRINCESS MARGARET TO WALK ON AT NAZARE.



PRINCESS MARGARET WITH PRESIDENT TOMAZ (RIGHT) AT BELEM PALACE, WHERE, IN THE LOUIS XV SALON, SHE CONVEYED TO HIM THE GREETINGS OF H.M. THE QUEEN.



LEAVING THE HISTORIC SAO JERONIMOS ABBEY WITH THE SUPERIOR: PRINCESS MARGARET CARRYING A CAMERA AFTER THE VISIT SHE PAID ON JUNE 9, EN ROUTE FOR CINTRA.

On June 8, on her return to Lisbon, Princess Margaret attended a garden party at the British Chancellery and in the evening was the guest of honour at a banquet given by Mr. W. H. McFadzean, President of the Federation of British Industries, later visiting the Fair. On June 9, after a visit to Sao Jeronimos, she had luncheon at Cintra and tea at Estoril, where she met

Don Juan, the claimant to the Spanish throne. In the evening she dined at the British Embassy and at this dinner met Dr. Salazar, the Portuguese Prime Minister. Later, after hearing a display of Fado singing, she attended a Ball in the British Embassy. On June 10, after a morning reception, she attended a luncheon given in her honour by President Tomaz.

TWO ROYAL OCCASIONS: TROOPING THE COLOUR AND ASCOT.



JUNE 13: AFTER THE TROOPING CEREMONY—THE QUEEN, FOLLOWED BY THE DUKE OF EDINBURGH (LEFT) AND THE DUKE OF GLOUCESTER (RIGHT).

ON Saturday, June 13, in true midsummer weather, the Queen's Colour of the 3rd Battalion, Coldstream Guards was trooped in the presence of her Majesty the Queen. Behind her rode the Duke of Edinburgh, in the uniform of Colonel of the Welsh Guards, and the Duke of Gloucester. This brilliant and colourful event, which has become famous throughout the world, was carried out with faultless precision. This was especially fitting since the 3rd Battalion, Coldstream Guards are soon to suffer in the reduction of Army numbers. Ascot also this year benefited from the fine weather. On the first day of the Royal meeting the Queen's horse *Above Suspicion*, to the delight of the crowds, won the St. James's Palace Stakes, and the Queen Mother's horse *Bali Ha'i* won the Queen Alexandra Stakes on June 19.

(Right.) **JUNE 16:** THE QUEEN AT ASCOT WITH THE QUEEN MOTHER AND PRINCESS MARGARET, AFTER HER HORSE *ABOVE SUSPICION* HAD WON THE ST. JAMES'S PALACE STAKES.



IN AN ENGLISH GARDEN.

WHATEVER qualities may be attributed to the modern roses, the hybrid teas, the floribundas, and so forth, it seems to me useless to deny that they have, as plants, no beauty of form. Far too much of our newer garden material has this fault. We look to the shape and colour of the individual flowers, to the free production of flowers, but hardly ever to the form of the shrub itself. Even the cleverest pruning can only make the hybrid teas more or less tidy; nothing on earth can make them shapely. It is in this respect that the old shrub roses, and the species roses or simple hybrids of species, have an enormous advantage. It is an advantage which no gardener with eyes in his head can deny; and one which, indeed, has, in the last decade, restored these sorts to favour, a restoration achieved, to some extent, at the expense of the modern kinds.

For my part I would go much further: I love a good hybrid tea rose, but, if I had room, I would grow it in the kitchen-garden, behind the stout, rectangular quick-hedge which we are growing to hide the merely utilitarian part of the garden, and for the same reason that I grow cauliflowers there. As *produce*, both are delightful; as *plants*, neither lends itself to what I think of as good garden design. As for the floribundas, they have exactly

EASY, EARLY ROSES.

By EDWARD HYAMS.

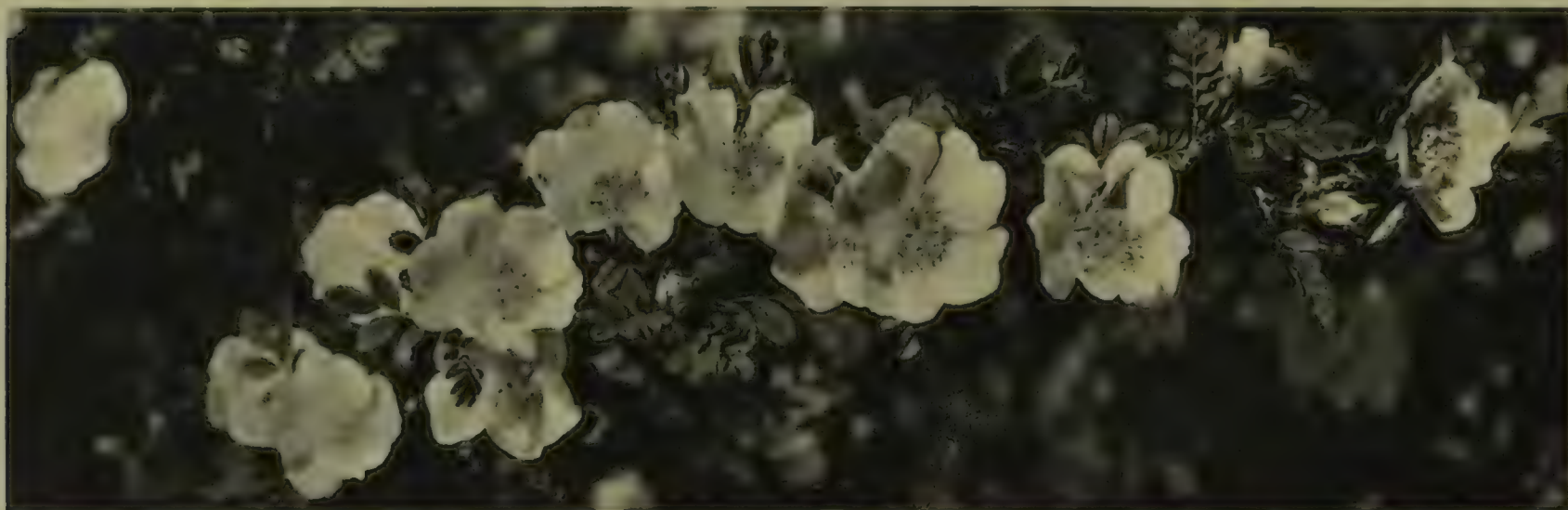
R. hugonis is widely planted nowadays, and no wonder. My own specimen is, I think, six years old. It stands 8 ft. tall at its highest point, and is nearly as large in diameter through the bush. Its stalks fall in graceful fronds, as if the art of careless elegance had been used to display the flowers to advantage. These are numerous, single, primrose yellow, and about the size of an English wild rose. Without any help from me, the whole shrub grows naturally into a graceful form. It never gives the slightest trouble; aphids may attack the other roses, but I have never seen them on *hugonis*. Black Spot scourges such fragile beauties as "Austrian copper" and "Austrian (or, if you like, Persian) gold" and makes even the maintenance of the moss roses, especially "Napoleon's Hat," expensive in capstan spraying. But it leaves *hugonis* alone. The plant has one fault: whole branches "die-back" and have to be cut out. But so vigorous is the growth that even this does not much matter, there is always ample replacement wood.

My specimen of *R. omeiensis pteracantha* is too young to be judged, and the one I have in mind

is now finer than the Sissinghurst specimen, a triumph if ever there was one.

"Canary Bird": this, again, is a yellow rose, but the flowers not only larger than those of *hugonis*, but of a much deeper yellow—not, indeed, the Devonshire butter colour of *æcæ*, but still, a rich colour, further enriched by the still deeper chrome centres. The flowers open almost flat in the sun, and moreover they are extremely early: my own was in full flower in the first week of May (true, a May such as we are seldom vouchsafed), four days before *hugonis*. As a plant, it is healthy, disease resistant (excepting for a little "die-back") and grows naturally into an agreeable shrub form without much, or indeed any, help from pruning.

The giants among "species" roses of this kind are the *R. moyesii*. We have four, and they seem to be of two different strains, varieties, even, perhaps, species. One sort grows to (up till now at six years of age) 12 ft. tall, the individual stems being great, stout, woody growths which, in youth, carry the most murderous spines. From the five or six of these arise the bearing shoots, strong but gracefully curved, and rather sparsely flowering, at least when compared with, say, *hugonis*. But what flowers! From about 1½ to 2 ins. in diameter, with bright yellow centres, the



FLOWERS OF A RICH, DEEP YELLOW, "FURTHER ENRICHED BY THE STILL DEEPER CHROME CENTRES": ROSA "CANARY BIRD," HEALTHY, DISEASE-RESISTANT, AND EXTREMELY EARLY FLOWERING—"MY OWN WAS IN FULL FLOWER IN THE FIRST WEEK OF MAY." (Photograph by Douglas Weaver.)

the same fault as the flowering cherries: they produce too much flower, giving a sort of clotted colour effect which is distressing and without grace. But I am still not at the end of my reactionary opinions in the matter of roses. The brilliant work of rose-breeders and the beautifully-folded forms of their blooms have made us forget the beauty of perfectly simple forms. If you ask a child to draw a flower, it draws a circle for the centre and adds petals spokewise: in short, a daisy. This simplicity has great charm. So has the element of design we call the "Tudor" rose. Well, to finish my confession, roses which look like Tudor roses, that is the lovely single flowers, please me better than the wonderful hybrids. And after them, the flowers of the bush roses of the Bourbon section, so strongly sweet-scented and with their "thousand leaves" arranged in such pleasing symmetry. Last of all, the moderns, so many of which, for example "Peace," have the vulgar look of pastrycook's work, and the colours of ice-cream.

Of the quite numerous shrub and species kinds which I have grown or tried to grow, there are five which I should like to write about this week, now that they are nearly all "over" for this year, all five singles. That will leave me free to come back to "shrubby" roses later.

as I write and which inspired my affection for its kind is in the Withersdane garden belonging to Wye College, one of the most perfect small gardens in England. It is again a big, graceful, "natural" looking shrub with splendidly healthy foliage, and the flowers are about the size of *hugonis* flowers; but they are dead papery-white with a purplish or crimson marking in the form of a lacing on the inside of the petals. The stems are bright red.

Of the rose called *R. æcæ* (or *ecæ*), a name for which I do not know the explanation, I have two specimens. They form "fountains" of very slender, spiny, reddish stems which rise, curve over, and then fall, like water, and carry an only moderately free flowering of shiny, buttercup-yellow roses about the size of a halfpenny, beautifully displayed among the minute, delicate foliage. These two plants are now between 4 and 5 ft. tall, open, graceful shrubs well filled from a little above the ground. One, in a border which is kept hoed, is markedly more vigorous than the other, which stands in grass not always as close-mown as it might be. The minute flowers, which seem to radiate light rather than merely to reflect it, enchant everyone who sees them. Like so many other fine plants, I first saw this one at Sissinghurst Castle; but I believe that the better of my two

petals are an indescribable blood-red . . . ruby, indeed, but with no surface sheen, so that they look rather like very good chalk drawings. These flowers, as is well known, are succeeded by enormous, elongated hips which turn bright orange or scarlet when ripe, and are almost as decorative as the flowers.

The other *moyesii* is a shorter and shrubbier plant, on the whole less impressive, but more free-flowering. The flowers, however, have not the unique blood-red colour of the first form, and are best described by the name given to this strain of the species at Wisley, where it was raised: "Geranium." Another variety of the species (or is it a separate species?) is *R. kingdonwardii*, with the same habit of growth as the tall *moyesii*, but white flowers which are smaller, and laced with crimson or even a sort of purplish-brown.

Since we go to so much trouble to gather in species roses from all over the world, it seems a pity to make no garden use of our own species. Even the Burnet rose, *R. spinosissima*, for all it is rather an ugly little plant, might find a place for the sake of its flowers and despite its shape. The wild ones known to me are rarely more than 10 ins. tall. All the flowers I have seen were primrose yellow, but in some places this species has pink flowers.

A SOLUTION TO EVERY GIFT PROBLEM.

THE gift of a subscription to *The Illustrated London News* is surely the ideal choice on the occasion of weddings and anniversaries of friends, relatives or business acquaintances at home or abroad. Fifty-two copies of *The Illustrated London News*, together with the magnificent Christmas Number, will be a continuing reminder of the donor and provide twelve months of interesting reading and the best pictorial presentation of the events and personalities of the day.

For readers in the United Kingdom the simplest way is to place orders with any bookstall manager or newsagent; or a cheque or postal order may be sent to our Subscription Department.

For readers outside the United Kingdom we suggest the simplest method is to buy an International Money Order (obtainable at post offices throughout the world) and send this with your requirements to our Subscription Department.

RATES OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS"

Published at 2/6 Weekly

THESE TERMS ARE INCLUSIVE OF POSTAGE	12 months and Xmas No.			6 months and Xmas No.			6 months no extras.		
	£	s.	d.	£	s.	d.	£	s.	d.
Great Britain and Eire	7	12	0	3	18	6	3	14	0
Canada	7	0	6	3	12	6	3	8	0
	(or \$19.50)			(or \$10.50)			(or \$10.00)		
U.S.A.	\$22.50			\$11.50			\$11.00		
Elsewhere abroad	7	14	6	3	19	6	3	15	0

ORDERS TO: SUBSCRIPTION DEPARTMENT (LN), INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

JULY 2: THE ROYAL WEDDING IN BRUSSELS: PRINCE ALBERT AND PRINCESS PAOLA.



THE TAKING OF THE VOWS: PRINCESS PAOLA, OVERCOME BY EMOTION, WIPES AWAY A TEAR AT A SOLEMN MOMENT IN THE CEREMONY.



QUEEN ELISABETH OF BELGIUM SPEAKING TO PRINCESS PAOLA: A RELAXED MOMENT DURING THE CIVIL CEREMONIES IN THE ROYAL PALACE.



WITH A MICROPHONE HELD BEFORE HER: PRINCESS PAOLA MAKING HER RESPONSES DURING HER WEDDING IN THE CHURCH OF ST. GUDULE.

RARELY has a Royal wedding created so much widespread interest in Belgium—and elsewhere—as that which took place on July 2 between Prince Albert of Liège, heir to the Belgian throne, and Donna Paola Ruffo di Calabria, of noble southern Italian family. On June 28 Donna Paola Ruffo di Calabria arrived at the Brussels airport, where she was met by her fiancé and by ex-King Leopold. The next day the Royal couple received wedding presents from official delegations at the palace in Brussels; they were presented with a four-piece silver-gilt coffee set and tray by Sir George Labouchère, the British Ambassador, on behalf of the Queen and the Duke of Edinburgh. On the wedding day the Belgian capital was gaily decorated with Italian and Belgian flags and was the scene of great enthusiasm: at dawn crowds were already beginning to line the processional route. The civil and religious ceremonies were outstanding for their colour and splendour, and during them Princess Paola showed signs of deep emotion. Later in the afternoon the Royal couple left by military aircraft for their honeymoon in Majorca.



AFTER THE CEREMONIES: PRINCE ALBERT AND HIS BRIDE, PRINCESS PAOLA, SMILE HAPPILY AS THEY TALK TO A BRIDESMAID.

THE WORLD OF SCIENCE.

By MAURICE BURTON, D.Sc.

BIRDS' EMOTIONAL RESPONSES TO COLOUR.

COLOUR plays a large part in the lives of most birds, but it is not easy to say to what extent and in what ways colours affect them. There are the more obvious ways, such as recognising fellow members of a species by the pattern of the plumage and using particular colours in the plumage in threat displays and in courtship. Yet there are so many contradictions and anomalies that it is difficult to generalise on any of these points.

I can point to several examples in which abnormal colours seem to make no difference, and without leaving my own house. In a lime-tree in the garden the starlings often gather. One of them is pure white, yet there is no sign that its multi-coloured fellows fail to recognise it as one of their own kind. It moves freely among them and their behaviour towards it is quite normal. In another direction there is a blackbird with patches of white feathers, but there is no indication that other blackbirds are puzzled by this. Across the road from the house, a white duck and a hen mallard are paired off and nesting on the bank of a stream. These few examples could be multiplied many times by going farther afield.

On January 24 last, on this page, I wrote: "Certain colours can make a bird uneasy. It appears that red is one of these, which may explain why, so it is claimed, bottles painted red will keep some birds off the garden peas." In reply to this, Mrs. John H. Livingston writes: "In this part of New York State, on the Hudson River, there is a little bird commonly called chickadee that is attracted to red, so much so that a local craftsman has made a red plastic cup especially for it to eat sunflower seeds from. . . ." And Mrs. Livingston sends with her letter Kodachromes to prove her point. It was my own fault for making such a sweeping statement.

It might be argued that a colour which repels one bird might very well attract another. That indeed may be true, but it is not the whole answer. The British robin is usually spoken of as having a red breast. The colour is, in fact, reddish-orange, but red will do for our purpose. When one robin enters the territory of another, the occupying bird will signal to the intruder with his red breast that it is time he departed, using the red breast as a warning signal. David Lack found that a robin will attack if no more than a patch of these same red feathers is wired to a twig in its territory.

Anyone familiar with robins will need no convincing that red, or reddish-orange, is significant to these birds, that it is a sign-stimulus calling forth specific reactions. Yet a robin has been feeding all the morning in a flower-bed outside my window, and in that bed are poppies, a variety of different-coloured lupins and other flowers. In these blooms are every shade of red from pink to scarlet, yet the robin is unabashed even when facing a bloom that is almost a perfect match for his own reddish-orange breast. Another point of interest is that a pair of robins will foster a young cuckoo, and in doing so are stimulated to feed it on sight of the splash of red presented to the onlooker as the cuckoo nestling opens its beak to call. It might be argued that a robin gets used to the colours of flowers growing in his territory. If that were all, it could be argued, equally logically, that a robin should get used to the sight of another robin's red breast. The truth is that where colours are operative as a stimulus to aggression, courtship or other such features of behaviour, it is in association with other factors.

A particular rook, *Niger*, in our possession is fixated on my daughter Jane. That means he will readily come to her, has no fear of her, will pick her out from a group of people and will behave in every way as if he were wholeheartedly devoted to her. He will behave in this way no matter what colours she is wearing provided she is not wearing black. But should she go away, put on a black jumper and again return to *Niger's* aviary he will have nothing to do with her but will keep his distance, all the time uttering a special call.

Rooks, crows and other members of the crow family will behave in this way when confronted with a black cloth, or any black object. For example, a lady visiting us, and carrying a black handbag, had to hide the handbag when inspecting our aviaries, because it set the rooks and crows in a ferment, one feature of which was this special call.

These things have a particular interest in relation to something that happened several years ago. A rook in our aviaries had mated. His mate, in laying two eggs, sustained injury which resulted in her being found dead in the nest. He showed only bewilderment at her lack of response to his efforts to feed her, presumably because her attitude was a natural one, for except that she made no movement she looked like a live hen brooding her eggs. As soon as her dead body was lifted out of the nest and while it was being carried away, he gave voice to the special call already mentioned.

To return to *Niger's* fixation on Jane, one would have thought that, since black is the natural colour of a rook, and that a rook is accustomed to seeing this colour in his congeners, for Jane to wear a black jumper would have intensified his fixation on her. This was, however, not the case. It would be a quibble to say that a rook's plumage is not truly a black but a mixture of dark blues and purples. To all intents and purposes it is black especially when seen from even a short distance, and there is every reason to suppose that a rook is no more capable of making subtle distinctions in colour than we are.

The only conclusion possible here is that to a rook, or other member of the crow family, a black object of a certain shape, poised in a certain way in space and behaving in a particular way, is recognised as one of its own kind. The same object, or one of a different shape, poised in an unusual way in space, and not behaving in a familiar way, is an object of fear.

There is nothing remarkable in this, even in our experiences. A woman dressed in black may be an object of sympathy, because we recognise that she is in mourning. Another woman, dressed in black, in other circumstances, will excite in us entirely different emotions, because we know that she is in evening dress for a joyful occasion. It is not the colour that is significant but the associations with the colour.

In David Lack's experiments a robin did not attack a patch of red feathers, but a patch of red feathers wired to a twig so that they occupied the same position in space as the breast of a live robin would occupy.

This discussion has little to do with a chickadee eating from a red cup or a pigeon being frightened by a red bottle, except to show that generalisations about a bird's reaction to particular colours are apt to be misleading.

REMARKABLE FEATS OF DRINKING.

FOR many years we have been led to believe that a camel stores water in its stomach. This is the reason, so we have been told, why it can go for days without drinking. Such alleged facts have given support to the idea that the camel's capacity to store water (in its stomach) was an adaptation to living under desert conditions. Recent research has already set beyond doubt the assertions made years ago, by those who had extensive first-hand knowledge of this animal, that stories of camels storing water in the stomach are pure fable.

One of the foundations for this erroneous belief was, in all probability, the observed fact that a camel would take in an enormous quantity at one drink. It has been reliably stated that this quantity may be as much as 15 gallons. In view of this, and in default of critical examination of the subject, which has only taken place within recent years, the obvious conclusion to jump to was that the water must be retained in the stomach.

I am reminded of this by a letter from a reader describing the quantity drunk by a hedgehog. The writer of the letter had poured a half-pint of milk into a dish for the hedgehogs that nightly visited his garden. As soon as the dish was put down one hedgehog came and drank all the milk in one bout lasting seven minutes.

The volume of the body of a well-grown hedgehog is about half a gallon. A drink of half a pint represents therefore one-eighth of the total volume of the body. The volume of the stomach cannot be more than one-eighth that of the body as a whole.

This is not a record drink, as shown by the experience of a naturalist friend. He told me how he had found in his garden a hedgehog that appeared to be ill, if not dying. When he tried to move it its legs gave way and its body collapsed on to the ground. Accordingly, my friend put a box over it so that it could die in peace. There was an opening at one end of the box so that, should the hedgehog recover, it could depart.

Among other things, my friend always filled a stone bird-bath each day. On the day following that on which he had first discovered the hedgehog, he had filled the bath as usual when, to his surprise, the animal staggered from under the box, dragged itself painfully some 20 ft. across the lawn to the bird-bath and drank it dry. After that the hedgehog raised its snout and, turning it from side to side, sniffed the air. Then it made a bee-line for a hedge, running normally and as if in the best of health, and disappeared through it.

I suggested that we might empty the bird-bath and that my friend should re-fill it to the accustomed level, using a measuring jug. This was done and we found that just under a pint was needed, so the assumption is that the hedgehog drank in one bout almost a pint of water, or, if my figures are correct, the equivalent of one-quarter of the volume of its own body.

I have been told by several people that they have themselves seen a man drink 12 pints of beer one after the other, without quitting the room. One of these assures me that he once saw a man drink 22 pints consecutively. To me the performances seem incredible, but I feel bound to accept the testimony of these witnesses. At a rough estimation a typical human male torso has a volume of about 10 gallons. Twelve pints represent therefore one-seventh of this volume, and it must be about half as much again as the internal capacity of the stomach, and perhaps more.

It is also reliably reported that a donkey has been known to drink 15 gallons of water in one bout. Whether the performer was a wild ass or a domesticated donkey is not stated. I have made a rough measurement of the dimensions of the body of a domesticated ass, excluding the limbs and the head and neck, and I find the volume to be about 40 gallons. If we allow for a larger beast than the one I measured and put the volume of the body at 60 gallons, then a drink of 15 gallons represents one-quarter of the volume of the body.

There is no reason to suppose that the animals chosen here for comparison with a camel are in any way exceptional. And although my methods of calculating are very much rule-of-thumb, it seems highly probable that we are justified in drawing the general conclusion that not a few animals can imbibe, within a short period of time, more water than the stomach alone will hold.

The question naturally arises then, where the large quantity of liquid is stored. The answer can only be that it is stored generally throughout the body. There is another factor, however, and that is the speed with which it is disposed of. The function of the stomach is to start the conversion of the food eaten into a form in which it can be absorbed into the body, the absorption being through the blood or the lymph. There are two substances, however, which can pass directly across the wall of the stomach and into the rest of the body. One is water and the other is alcohol. When one remembers the speed with which alcohol taken in through the mouth can affect the sense-organs it is clear that its passage across the wall of the stomach and its diffusion through the body must be very rapid.

If there is any way in which the camel is adapted for desert conditions, so far as the intake of water is concerned, it is likely to be in the ability to conserve the supplies of water in the body, to make them effective over a number of days. Even this is problematic. The hedgehog, although not living under arid conditions, may also have this power.

As to hedgehogs, the position can be summarised in this way. Many people in this country have developed the habit of putting out bread-and-milk in the evening for hedgehogs. As a result of correspondence and of verbal reports, I have been surprised to find how widespread is this habit. Hedgehogs are mainly insectivorous and bread must be an unnatural item in their diet. The same may be said of milk. Yet these animals will take bread-and-milk in preference to anything else. I have kept, and still keep, a number of hedgehogs as pets and they are fed mainly on this diet. They also have water available. Yet it is very clear that they do not habitually drink anything like the half-pint or the pint mentioned in the earlier incidents.

I have also paid considerable attention to hedgehogs in the wild, and now that I come to reflect on what I have seen, I come to the conclusion that many of the hedgehogs I have seen in the wild are living far away from any source of water. They must, therefore, either obtain enough water from the insects and soft-bodied invertebrates they eat, or from dew; or they must travel what for them are long distances to find water. During the course of a dry summer, therefore, a hedgehog must behave much as the camel does.

ON TRACK, RIVER AND
TENNIS COURT:

JULY 10: ENGLISH WOMEN'S GOLF CHAMPION AT TWENTY: MISS R. PORTER, OF LONG ASHTON, WHO DEFEATED MRS. R. SMITH AT ALDEBURGH.



JULY 7: TOWARDS THE END OF A TRIUMPHAL RUN CLAIMED AS A WORLD RECORD: MARTIN LAUER OF WEST GERMANY (RIGHT) BEATING THE AMERICAN WILLI MAY IN THE 200 METRES HURDLES AT ZURICH. HIS TIME WAS 22.5 SECONDS.

OUTSTANDING RECENT
EVENTS IN SPORT.

JULY 4: CLAIMED AS THE GREATEST SCULLER OF THE AGE: S. A. MACKENZIE, OF AUSTRALIA, WHO EASILY WON THE DIAMOND SCULLS AT HENLEY.



JULY 4: VICTOR AND VANQUISHED AT WIMBLEDON: THE NEW WOMEN'S CHAMPION, MISS MARIA BUENO OF BRAZIL, WITH MISS DARLENE HARD OF THE U.S.A.



JULY 3: A CHAMPION FROM PERU: ALEX OLMEDO WHO AS NUMBER ONE SEED WON THE SINGLES TITLE AT WIMBLEDON FROM R. LAVER OF AUSTRALIA.



JULY 4: AN AUSTRALIAN DOUBLES VICTORY: N. A. FRASER AND R. EMERSON WHO DEFEATED ANOTHER AUSTRALIAN PAIR, R. LAVER AND R. MARK, IN FOUR SETS.



JULY 4: TRIUMPH FOR HARVARD UNIVERSITY AT HENLEY: THE AMERICAN CREW DEFEATING THAMES ROWING CLUB BY 2½ LENGTHS IN THE FINAL OF THE GRAND CHALLENGE CUP.



JULY 23: THE PRINCE OF WALES CUP WINNERS AT THE WHITE CITY: THE AMERICAN TEAM, WITH THE OUTSTANDING NAUTICAL ON THE RIGHT.

Nearly all the major European sporting events of the summer have so far been held in magnificent weather. At Wimbledon, chief among the new tennis champions is Alex Olmedo, a Peruvian, at present resident in the U.S.A., who convincingly won the singles title. A South American also won the women's title; Miss Maria Bueno of Brazil being another worthy champion. At Henley an American crew, Harvard University, won the coveted Grand Challenge Cup, while the Diamond Sculls was won by an Australian, S. A.

Mackenzie. In motor-racing C. A. S. Brooks drove an Italian Ferrari to victory in the European Grand Prix. In intense heat Brooks recorded his second successive victory in this race. England have won the cricket series with India, having won the first four Test Matches. In Switzerland Martin Lauer of West Germany has set up what may be a new world record for the 200 metres hurdles. At Aldeburgh Miss R. Porter has become the new women's golf champion at the age of twenty.

DISASTERS OF RECENT WEEKS—ON LAND, IN THE AIR, AND AT SEA.



DENMARK. JULY 8: THE WRECKAGE OF A DANISH PLEASURE-BOAT WHICH EXPLODED ON A LAKE IN SOUTH JUTLAND: FIFTY-FIVE LOST THEIR LIVES IN THIS TERRIBLE DISASTER. Ignition in hot weather of vapour from leaking oil is thought to have been the cause of the explosion and subsequent blazing inferno on the *Damende*. Most of the victims were women and children, from the town of Haderslev, but there were a number of foreign tourists.



ITALY. JUNE 26: THE BURNT-OUT REMAINS OF AN AIRLINER: ALL THAT WAS LEFT OF A T.W.A. SUPER-CONSTELLATION THAT CRASHED IN A STORM NEAR MILAN.

In this disaster, in which the aircraft was seen to be struck by lightning and disintegrate shortly after taking off from Malpensa Airport, near Milan, all sixty-eight people on board were killed. Among the victims were two Britons, both from London.



NORWAY. JUNE 23: THE STALHEIM HOTEL, NEAR BERGEN, BEFORE THE TRAGIC FIRE IN WHICH TWENTY-FOUR PEOPLE LOST THEIR LIVES.



NORWAY. JUNE 23: THE BURNING REMAINS OF THE WOODEN STALHEIM HOTEL WHICH WAS PROBABLY SET ON FIRE BY A CIGARETTE.

Twenty-four people lost their lives and thirty-five were injured when the four-storied Stalheim Hotel, which was situated in magnificent surroundings, was burnt down on June 23. It is said to have been caused by glowing cigarette ash.



JUNE 15: AN AERIAL VIEW OF THE BURNT-OUT OCEAN LAYER, A BRITISH CABLE SHIP, IN MID-ATLANTIC. THE GERMAN SHIP FLAVIA, WHICH BROUGHT HELP, LIES BEHIND.



THE OCEAN LAYER: THE DEVASTATION IN THE DRUM ROOM SHOWS THE EXTENT OF THE HEAT, WHICH REDUCED THE ENTIRE INTERIOR OF THE CABLE SHIP TO ASHES. On June 15 the British cable ship *Ocean Layer* caught fire in mid-Atlantic. The Master got his men into lifeboats and the German liner *Flavia* came to the rescue. The *Ocean Layer*, which was towed to Falmouth, was completely gutted.

SOME NOTABLE PERSONALITIES OF THE MISSING WEEKS.



A WELL-KNOWN ART HISTORIAN: THE LATE MR. C. H. COLLINS BAKER.

Mr. C. H. Collins Baker, who died on July 3, aged seventy-nine, was keeper and secretary of the National Gallery from 1914 to 1932. In the latter year he became Director of Research in the History of Art at the Huntington Library, California. Mr. Collins Baker was well known for his study of Crome.



HONOURED WITH A KNIGHTHOOD: MR. STANLEY SPENCER, THE MYSTIC PAINTER.

It was announced on June 13, in the Queen's Birthday Honours List, that Mr. Spencer had been created a knight. Among his most characteristic works are the "Resurrections" in the Tate Gallery and the murals for All Souls', Burghclere. Other well-known works include many paintings of Cookham-on-Thames.



A DISTINGUISHED ACTOR HONOURED WITH A KNIGHTHOOD: SIR MICHAEL REDGRAVE.

Sir Michael Redgrave, who is fifty-one, received a knighthood in the Queen's Birthday Honours. He has made a vast number of appearances both on the stage and the screen. He is especially noted for his Shakespearean performances and for his lecturing and educative work in the drama as a whole.



ONE OF THE GREAT ENGLISH MUSIC CRITICS: THE LATE MR. ERNEST NEWMAN.

The late Mr. Ernest Newman, who died on July 7 at Tadworth at the age of ninety, had been for many years the doyen of music critics in this country. He wrote for the *Observer* and later for the *Sunday Times* and was one of the greatest authorities on Wagner, on whom he wrote several books of extensive criticism.



CREATED A BARON IN THE BIRTHDAY HONOURS: SIR JOHN FORSTER, Q.C.

Sir John Forster, Q.C., has been elevated to the peerage. He has had a long record of settling industrial disputes. Since 1946 he has been President of the Industrial Court and Chairman of the Railway Staff National Tribunal since 1940. He was called to the Bar in 1919 and took silk in 1946.



THE FORMER MINISTER OF AGRICULTURE, CREATED A BARON IN THE HONOURS LIST: MAJOR SIR THOMAS DUGDALE.

Sir Thomas Dugdale, sixty-one, who was the Minister of Agriculture and Fisheries from 1951 to 1954 when he resigned over the Crichel Down dispute, has been raised to the peerage. His elevation will cause a by-election at Richmond, of which he has been M.P. since 1929.



CREATED A BARON IN THE BIRTHDAY HONOURS LIST: SIR PATRICK SPENS, M.P.

Sir Patrick Spens, who is seventy-three, and who has been M.P. for South Kensington since 1950, has been created a baron. Before he entered the Commons he had a long legal career, represented Ashford 1933 to 1943 and he was Chief Justice of India from 1943 to 1947. His elevation will also cause a by-election.



A COMMONWEALTH POST: THE HON. F. E. CUMMING-BRUCE.

The Hon. F. E. Cumming-Bruce, who is at present Deputy High Commissioner for the United Kingdom in Canada, is shortly to succeed Sir George Mallaby as High Commissioner in New Zealand. The new Commissioner has held many posts in the Commonwealth, particularly in West Africa.



A GREAT OFFICER: THE LATE ADMIRAL SIR ROBERT BURNETT.

Admiral Sir Robert Burnett, who died on July 2, aged seventy-one, played a decisive part in the sinking of the German battle cruiser *Scharnhorst* in December 1943. In the hard-fought engagement Admiral Burnett showed great skill in saving the Russian convoy which was under attack.



VICTIM OF A GUNMAN: THE LATE DETECTIVE-SERGEANT PURDY.

The shooting of Detective-Sergeant Purdy in a South Kensington hotel gave rise to many questions in Parliament as to the arming of police officers. Much publicity was also given to the alleged "beating-up" in a police station of Guenter Fritz Podola, the German who was arrested and charged with the murder.



AWARDED A GOLD MEDAL: PROFESSOR K. CRESSWELL.

Professor Keppel A. C. Cresswell, who has been honoured with the Triennial Gold Medal of the Royal Asiatic Society, was the first scholar to undertake the study of early Muslim architecture and has written several monumental works on the subject. He has lived in Cairo since 1920.



A NEW AMBASSADOR TO ETHIOPIA: MR. D. A. H. WRIGHT.

It was recently announced that Mr. D. A. H. Wright, at present an Assistant Under-Secretary at the Foreign Office, and in charge of economic questions, had been appointed Ambassador at Addis Ababa in succession to Mr. G. W. Furlonge. In 1953 Mr. Wright headed the British mission to Teheran.

A WINDOW ON THE WORLD.

THE EXCHANGE OF VISITS.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

THE announcement that President Eisenhower and Mr. Khrushchev were to meet took nearly everyone by surprise, though a few hints had already slipped out. Though we now know that the subject had been discussed for some time, it looks as if the President had been finally advised by Mr. Nixon that the situation was ripe. The Vice-President's cool and resolute behaviour under the bombardment which fell upon him when he arrived in Russia has surely made its contribution. The earlier visit of the British Prime Minister was even more important. Mr. Macmillan broke the ice at a time when American opinion held that it was too thick to be broken. Looking back, we see now that the achievement was even greater than we thought at the time.

Comment has been overwhelmingly favourable. At the time of writing the chief malcontents have been some American Senators and a New York newspaper. Paris has been cool. It does not, however, seem likely that any grave objections will come from that quarter in view of the provision that President Eisenhower will visit Europe for consultations with Mr. Macmillan, General de Gaulle, and Chancellor Adenauer before he goes to Russia. On the other side of the curtain China does not look best pleased. On the Western side provisos and warnings have been heard, and there are several in my own mind. I will leave them until a little later and try first to set out the chief reasons why the exchange of visits seems to me to deserve a welcome.

The first is that it is likely to lessen tension. This is a modest aim, but I believe it to be that of the highest importance at the moment. Those who believe that any conceivable negotiations can get quick and radical results on major and concrete problems are deceiving themselves. Step by step is the only practicable policy, and the first steps must be directed towards a better atmosphere. In the second place, I have been impressed by reports from Moscow which picture the capital as delighted with the news. There can be no doubt of the genuine quality of this emotion. It is one that cannot be disregarded by Russia's rulers. It is a fallacy to suppose that the most absolute Government can nowadays remain permanently indifferent to public opinion.

The second reason is that Mr. Khrushchev's desire to visit the United States in itself indicates progress. Can anyone imagine Stalin going? In his time someone in speculative mood occasionally tossed the proposal of a visit like a child's balloon into the air, but no one ever took it seriously and it dropped back to earth unlamented and indeed unnoticed. On the President's side the decision also marks a change. It is clear that he has in the past been sceptical about the advantages in any visits of this kind and has now come round to the view that they may be hopeful enterprises.

At the same time there are some considerations which ought not to be overlooked and which should

prevent unbridled enthusiasm. In the first place, the best that can be said of the Foreign Ministers' Conference at Geneva is that the talks have ended on a friendly note. It has now been agreed that they shall go into an indefinite recess. This has happened without there having been any serious progress. The Foreign Ministers disperse leaving unsolved what we were told was the most vital and pressing problem, that of a "stand-by" on Berlin. All this is not quite so grim on closer examination as it looks at first sight because one cannot imagine a grave incident occurring at Berlin while the visits are in progress or in the time between them. But we should remember where we are.

highly-coloured, extrovert, and within the comprehension of their simpler-minded readers. He can be treated in a way which brings the strip cartoon to life. He can be made to appear kindly in a bluff fashion, a hater of shams, and above all boisterously energetic, a "go-getter," and perilously near to a "father-figure." It need hardly be added that this building up favours the optimism about results which so easily alternates with depression. And the joke is—though whether this matters or not I do not pretend to know—that it is giving Mr. Khrushchev a prestige at home which he could not otherwise have secured.

None of the arrangements made or to be made

are likely to interfere in any way with the British political programme. The Prime Minister has always kept home politics away from contact with these international problems. If, as is the general expectation, his intention has been to hold the election in October, there will be no reason to depart from it. If anything, the argument for getting it over in case there should be a good prospect of a Summit Conference early in 1960 is strengthened. In any case, the Prime Minister does not regard a meeting of this kind as a terminus. He hopes it will set going fresh activity on a lower level and give it something to work on.

I would go on to say that, while it is desirable that Mr. Khrushchev should see something of the famous "American way of life" and while nothing but good is likely to come from his doing so, Americans will be well advised not to suppose that they will convert their distinguished visitor to it. To put such a prospect into plain words is to realise its absurdity. People do not do that, but they do create from their dreams and sentimentalities concepts akin to it. The United States has been outmanoeuvred and misled by Russians in the past. We have no reason to suppose

that the primary aim of Mr. Khrushchev will be to fool President Eisenhower as Stalin fooled President Roosevelt, but he might not find it hard to fool a great number of Americans.

On the other hand, Mr. Khrushchev might well take back with him some useful impressions. The first that strikes a visitor to New York or the other great industrial cities is not the armed strength of the United States, of which indeed he sees little sign. It is rather that of the immense riches in resources of all kinds of this country. He will have to spend more time in it and travel farther than Mr. Khrushchev will have time to do before he realises how wonderfully that country is adapted to the world of to-day; but if his programme is well arranged the latter may nevertheless profit greatly from his visit in this respect. If people keep their heads and behave as adults, these visits are almost certain to do good.

The truth is that Mr. Khrushchev is, or has the air of being, the sort of man who appeals to the more flamboyant editors and journalists. He provides them with the sort of material they like to handle,



MR. NIXON IN WARSAW: AUGUST 2: MR. NIXON (RIGHT) AND MR. MILTON EISENHOWER (LEFT) BEING GREETED BY THE VICE-CHAIRMAN OF THE COUNCIL OF STATE OF POLAND, MR. LANGE.

After the vicissitudes of his Russian tour on August 2, Mr. Nixon arrived in Warsaw for a two-day visit, when he was met in the streets by a tremendous reception from vast crowds. Such an emotional welcome was entirely unexpected and it lasted throughout the visit. Mr. Nixon had talks with the Polish leaders, paid a call on the University, laid a wreath on the grave of the Polish Unknown Warrior and saw the site of the Ghetto massacre.

I confess also to have been dismayed by the flood of mawkish sentiment which has poured out from a considerable section of the British Press. This windy enthusiasm is ill-founded and actually dangerous because it readily turns to despair and defeatism when its extravagant hopes are found to be a mirage. Its most characteristic feature is the cult of Mr. Khrushchev. Here by a fantastic process we have made him at once more romantic and more nearly infallible than he appears to his fellow-countrymen. Before Mr. Nixon's visit I remember reading a remark made in the street by an intelligent Russian to a visitor. The Russian said that his country's leaders had often been failures, but that Mr. Khrushchev had done well, "especially in home policy." This was a more matter-of-fact estimate than is common in our Press.

ON A MISSION TO RUSSIA: MR. NIXON'S VISIT TO MR. KHRUSHCHEV.



JULY 24: MR. NIXON, THE VICE-PRESIDENT OF THE UNITED STATES, OPENING THE U.S. EXHIBITION IN MOSCOW WITH MR. KHRUSHCHEV (CENTRE) APPLAUDING.



JULY 27: MR. NIXON AT THE SOVIET AGRICULTURAL AND INDUSTRIAL FAIR IN MOSCOW SPEAKING TO THE VISITORS.



JULY 26: MR. KHRUSHCHEV AT HIS COUNTRY VILLA OUTSIDE MOSCOW IN EARNEST BUT JOVIAL CONVERSATION WITH MR. NIXON.



JULY 26: MRS. NIXON SHOWN WITH WIVES OF THE SOVIET LEADERS: (FROM LEFT TO RIGHT) MRS. MIKOYAN, MRS. NIXON, MRS. KHRUSHCHEV AND MRS. KOZLOV.



JULY 26: HAPPY SWIMMERS CHANTING "PEACE AND FRIENDSHIP" DURING A RIVER TRIP. MR. KHRUSHCHEV IS POINTING A MORAL TO MR. NIXON.



JULY 27: MR. NIXON MEETING SOME OF THE LENINGRAD SHIPYARD WORKERS ON THE ATOMIC ICE-BREAKER *LENIN* WHICH IS IN ITS FINAL STAGES.

On July 22, Mr. Nixon, the Vice-President of the United States, arrived in Moscow for his visit to Russia, which lasted until his two-day visit to Poland on August 2. During that time he opened the U.S. exhibition in Moscow, was a guest of Mr. Khrushchev, with whom he had many talks, both public and private, and made a speech on television to an audience estimated at 8,000,000. He visited atomic and industrial sites in the Urals, saw the atomic

ice-breaker *Lenin* in Leningrad and everywhere he went was greeted by workers and people in a frank but friendly tone that seems to have been set by Mr. Khrushchev. Mr. Nixon had to deal with a barrage of questions especially during an hour-long argument in public with Mr. Khrushchev at the U.S. Exhibition. One of the chief results of the mission will be Mr. Khrushchev's visit to the United States.

A WINDOW ON THE WORLD—I.



U.S.A. JULY: NOT GIANT TYRES, BUT MOBILE LIQUID-CONTAINERS. EACH CAN CARRY 500 GALLONS OF FUEL OR OTHER LIQUIDS. THE CORE IS OF ALUMINIUM AND THE "TYRES" CAN BE DROPPED BY PARACHUTE OR EASILY AND RAPIDLY BUILT UP INTO A TOWING TRAIN AS SHOWN HERE.



TURKEY. JULY: A MOTOR-COACH WHICH TOWS ITS OWN HOTEL, SEEN IN A DESOLATE LANDSCAPE IN TURKEY. THE TRAILER, A GERMAN DEVELOPMENT, HAS BEDS, COOKING AND TOILET FACILITIES FOR THIRTY-NINE TOURIST PASSENGERS.



ITALY. JULY: FOR DELIGHT, NOT DISASTER: A NOVEL AND BEAUTIFUL FORM OF FLOODLIGHTING WHICH WAS USED TO ADORN THE 246-FT. TOWER OF THE FRA NUVOLO CHURCH IN THE PIAZZA DEL CARMINE IN NAPLES, DURING A RECENT FESTIVAL. THE LIGHT IS DIFFUSED BY ARTIFICIAL SMOKE.



U.S.A. JULY: DESIGNED TO PHOTOGRAPH THE SUN FROM AN ALTITUDE OF 80,000 FT.: STRATOSCOPE I, A REMOTE-CONTROLLED BALLOON-LIFTED ASTRONOMICAL CAMERA, BUILT FOR A PROJECT SPONSORED BY THE U.S. NATIONAL SCIENCE FOUNDATION AND THE OFFICE OF NAVAL RESEARCH.



JAPAN. JULY: AN APARTMENT-HOUSE FOR HENS—A ROTATING BATTERY FOR LAYERS NOW OPERATING IN JAPAN. IT IS ROTATED BY ELECTRIC MOTOR ONCE EVERY 38 MINUTES, PAUSING BY THE FEEDING BOXES TO ALLOW EACH BIRD FIVE MINUTES' FEEDING TIME.



U.S.A. JULY 24: CROWNED "MISS UNIVERSE, 1959": THE TWENTY-TWO-YEAR-OLD JAPANESE GIRL, MISS AKIKO KOJIMA, A TOKYO MODEL, WITH THE RUNNERS-UP. "Miss Universe" this year is a Japanese girl. Second was Miss Norway (Jorunn Kristiansen); third, Miss United States (Terry Huntingdon); fourth, Miss England (Pamela Anne Searle) and, fifth, Miss Brazil (Vera Ribeiro)—seen as her "court."

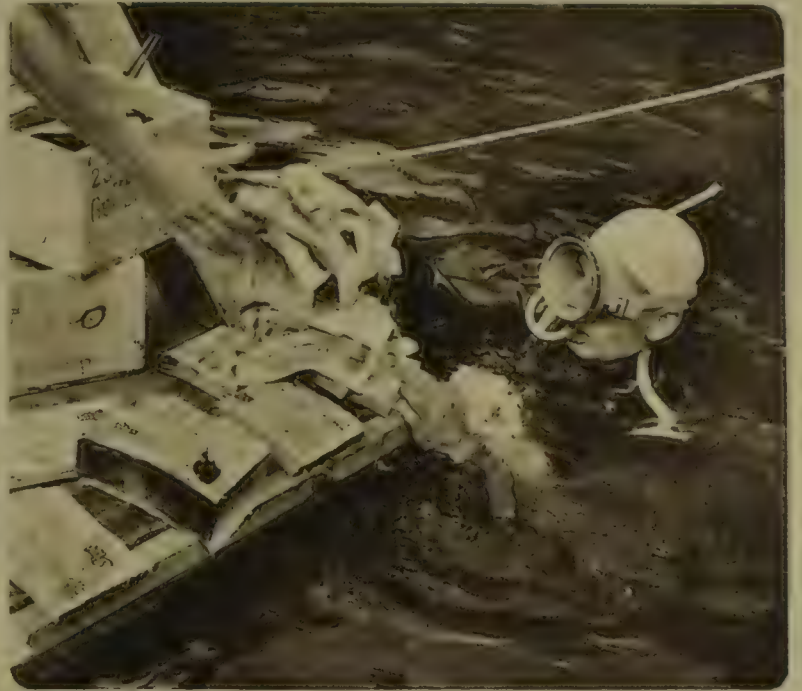


W. GERMANY. AUG. 3: LEAVING ON HER MAIDEN VOYAGE TO SANTA CRUZ: THE NEWLY-BUILT WEST GERMAN TRAINING SHIP, THE BARQUE CORCH FOCK, CARRYING 155 NAVAL CADETS. This 1600-ton barque was built at Hamburg and first commissioned in December last year. Her building was suspended for a time, owing to the loss of *Pamir*, but the new barque is considered much more stable, with a fixed iron ballast. As well as cadets she carries a crew of seventy-five.

A WINDOW ON THE WORLD—II.



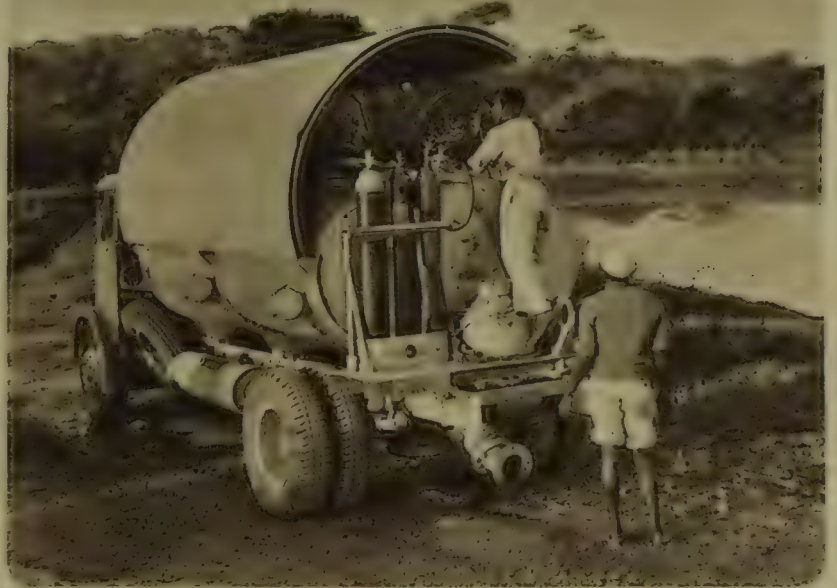
AUSTRIA. JULY: THESE BUOYS IN LAKE TOPLITZ, IN STYRIA, MARK THE POINT WHERE THE NAZIS SANK FORGED BANK OF ENGLAND £5 NOTES AND THE PRESSES IN 1945. Towards the end of the war the Nazis began printing nearly perfect forgeries of Bank of England £5 notes with a view of disrupting British currency. In 1945 the stocks and the presses that printed them were sunk in Lake Toplitz. Divers recently recovered some. The notes, whose face value probably runs into millions, are being handed over to the authorities.



AUSTRIA. JULY 27: A DIVER IN LAKE TOPLITZ BRINGING UP YET MORE FORGED "FIVERS" TO THE SURFACE. ABOUT 50,000 NOTES WERE RECOVERED.



LAKE KARIBA. JUNE: STOCKING THE FAST-GROWING LAKE KARIBA WITH YOUNG GREEN-HEADED BREEM, OR *TILAPIA*. CHECKING OXYGEN SUPPLIES TO THE TANKS IN THE VESSEL *SAMPA*.



LAKE KARIBA. JUNE: LOADING UP THE TANKER WITH YOUNG *TILAPIA* AT THE CHILANGA FISH FARM. FROM HERE THE TANKER IS DRIVEN 90 MILES TO LAKE KARIBA. The rising waters in Lake Kariba are rich in plankton, and in order to stock what could be fertile grounds for a prosperous fishing industry the North Rhodesia Government is stocking the waters with fingerling *tilapia*, an excellent surface-feeding shoaling fish, which are released on the most suitable feeding grounds.



IDLEWILD, U.S.A. JULY 11: A PASSENGER SLIDES TO SAFETY DOWN THE EMERGENCY RAMP AFTER A HUGE BOEING 707 AIRLINER MADE AN EMERGENCY LANDING ON THE RUNWAY.



IDLEWILD, U.S.A. JULY 11: WHERE THE WHEELS FELL OFF A PAN AMERICAN AIRLINE OFFICIAL EXAMINING THE LANDING GEAR, WHERE TWO WHEELS FELL OFF. On July 11, a London-bound Boeing 707 of Pan American Airways took off with 113 passengers and it was seen that two wheels of the undercarriage had fallen off. Acting under instruction, the pilot (Captain E. Sommers) circled for four hours and then made an emergency landing on a foam-covered runway. Disaster was averted.

A WINDOW ON THE WORLD—III.



RHODES. AUGUST 1: MRS. TINA ONASSIS AND SIR WINSTON'S GRAND-DAUGHTER, MISS SIBYL SANDYS.

On July 22 Sir Winston Churchill and Lady Churchill embarked at Nice in Mr. Aristotile Onassis' yacht *Christina* for a three-week cruise, during which they were to be the guests of the Greek shipowner. Among the other guests were the famous operatic singer Mme.



DELPHI. JULY 28: SIR WINSTON CHURCHILL WITH HIS HOST, MR. ARISTOTILE ONASSIS, RETURNING AFTER VISITING THE TEMPLE OF APOLLO AT DELPHI.



RHODES. AUGUST 1: MADAME MARIA CALLAS AND HER HUSBAND, SIGNOR MENEGHINI.

Maria Callas and her husband Signor Meneghini and Mrs. Duncan Sandys and her daughter. On July 29 the party paid a surprise visit to the Temple of Apollo at Delphi and the same day the Greek Prime Minister, Mr. Karamanlis, dined in the yacht.



MARSEILLES, FRANCE. JULY: DENISE, "THE DIVING SAUCER"—A STRANGE SUBMARINE VESSEL CAPABLE OF DIVING TO GREAT DEPTHS AND STAYING DOWN FOR SIX HOURS, WHICH WILL BE USED BY COMMANDANT COUSTEAU FOR UNDERWATER RESEARCH.



GENEVA. JULY 30: THE FOUR FOREIGN MINISTERS: (L. TO R.) MR. SELWYN LLOYD, MR. CHRISTIAN HERTER, MR. GROMYKO AND M. COUVE DE MURVILLE, WHO HAD BEEN THEIR LUNCHEON HOST. On July 30, when the three other Foreign Ministers were the guests of M. Couve de Murville at a working luncheon it had become clear that the Geneva Conference—or at least the present phase of it—would end on August 5. It was, however, considered to have been "useful."



TARQUINIA, ITALY. JULY 30: THE FORMALLY DECORATED CEILING OF AN ETRUSCAN TOMB SHOWING THE HOLE BORED FOR THE "PERISCOPE CAMERA"; AND TRACES OF FRESCO. Our readers are familiar, from previous articles, with the ingenious technique developed by Signor Lerici and his team to discover and investigate, prior to digging, the contents of Etruscan tombs. We show here two striking discoveries. The "tomb of the lions" is especially interesting in as much as the skeleton has survived. Usually the acid conditions completely disintegrate the bones.



TARQUINIA, ITALY. JULY 30: INSIDE THE "TOMB OF THE LIONS," ANOTHER TOMB RECENTLY DISCOVERED BY THE "PERISCOPE-PHOTOGRAPHY" METHOD OF SIGNOR LERICI (RIGHT).



FROM MONTREAL TO LAKE ERIE: A MAP OF THE ST. LAWRENCE SEAWAY, SHOWING ITS MANY LOCKS, CANALS AND BRIDGES.

The St. Lawrence Seaway will be officially inaugurated by her Majesty the Queen and President Eisenhower on June 26, from the Royal yacht *Britannia*, on the Canadian-American border. The Royal yacht will anchor near the new bridge joining Cornwall Island and New York State, and after the ceremony will proceed two miles westwards to the Eisenhower Lock, seen in the upper section of the illustration. The first ocean-going vessels passed through St. Lambert Lock on April 25. Up to June 1 ships were subject for part of the way to a restricted depth of 24½ ft. After this date, new channels, canals and locks were expected to increase this depth to 27 ft., thus enabling deep-

draught ships to sail all the way from the ocean to the lakes. It is believed that by 1961 dredging will have continued this deeper channel to the lake-heads. To mark the opening of the St. Lawrence Seaway on June 26, two commemorative postage stamps were jointly issued in Canada and in the United States. The new 27-ft. Seaway allows ships with up to 9000 tons of cargo to reach Cleveland and Chicago, while vessels carrying 25,000 tons of grain are able to descend to Montreal. The territory opened up by the Seaway includes 35 per cent. of the population of the United States and in this area is some of the continent's most valuable agricultural and industrial country.

Reproduced by permission of the St. Lawrence Seaway Authority.



THE QUEEN'S PROGRESS THROUGH THE DOMINION: A MAP OF CANADA SHOWING THE ROUTE THAT IS PLANNED FOR THE ROYAL PARTY BY AIR, LAND AND WATER.

The programme for the Queen and the Duke of Edinburgh's tour of Canada is covered in a 15,000-mile itinerary by air, by the Royal yacht *Britannia* and by rail and road. It is planned to begin with the Royal party's arrival at St. John's, Newfoundland, on June 18, and they will be 45 days in making their tour, finishing on August 1 at Halifax, Nova Scotia. During this period

they will have covered about 8000 miles by air, 3000 by water and 4000 by land. There has been anxiety in Canada lest the visit should prove too arduous and arrangements have been made whereby the Queen will maintain her official residence either in *Brinnia* as it goes up the St. Lawrence or on the Royal train for 30 of her days in Canada, so that much inconvenience

has been avoided. Also 7 days have been set aside for relaxation which will include a stay in British Columbia and a cruise on the way to Chicago down Lake Michigan. A new feature of this visit for the Queen will be the journey to the North-West Territory, visiting the important new mining settlements near Uranium City on her way back from the Yukon, although the Duke has

visited them before. Another of the most important points of the tour will be the opening of the St. Lawrence Seaway with President Eisenhower on June 26. Nearly every variety of the Canadian landscape will be seen on the course of the tour, and the arrangements are planned to give pleasure to the Queen by showing her the more informal sides of work and recreation.

Map drawn by our Special Artist, G. H. Davis.



A GENERAL VIEW OF THE RIVER DIVERSION AT LONG SAULT, BEFORE FLOODING, SHOWING THE CONTROL DAM AT THE HALFWAY STAGE IN ITS CONSTRUCTION.



A VIEW OF THE SAME DAM—NEARING COMPLETION. THE DAM STRETCHES FROM THE MAINLAND TO BARNHART ISLAND. IT IS 2250 FT. LONG AND RISES 145 FT. ABOVE ITS FOUNDATIONS. AT LONG SAULT, ON THE ST. LAWRENCE SEAWAY: THE GREAT CONTROL DAM, AT DIFFERENT STAGES OF CONSTRUCTION.

The International Rapids Section of the Seaway extends 47 miles from the western end of Lake St. Francis to Chimney Point, four miles east of Prescott, Ontario. It is along this section of the Seaway (extreme left of upper picture) that two great power houses and a dam have been constructed and they will supply much-needed electricity for Ontario,

New York State, and surrounding states. Their power potential is 2,200,000 horse-power of electricity, and it is expected that the great resources will attract much industry to the area. The waters in the head-pond created by a combined power-house and dam are controlled by the Long Sault Dam, illustrated in these pictures.

From colour photographs by Photographic Survey Corp. Ltd.



AUGUST 2. A FEW DAYS BEFORE THE ANNOUNCEMENT THAT SHE WAS EXPECTING A THIRD CHILD: THE QUEEN, WITH THE DUKE OF EDINBURGH. BACK AT LONDON AIRPORT AFTER HER STRENUOUS TOUR OF CANADA.

Shortly after 9.45 a.m. on August 2 the Queen and the Duke of Edinburgh returned to England after one of the most strenuous Royal tours ever conducted. They had flown overnight from Halifax, Nova Scotia, in a B.O.A.C. *Comet IV*. Waiting for them at London Airport were the Queen Mother, Princess Margaret, the Prince of Wales and Princess Anne. Before the Queen and Prince Philip appeared from the aircraft their two children went on board to greet their parents, and shortly afterwards followed them down the gangway, where the Royal party was met by Mr. Harold Macmillan and other members of the Cabinet. Only fifteen minutes before the Royal aircraft was due an

unexpected "guest" had been discovered among the Cabinet Ministers and senior officials during the final security check. He was escorted away. Large holiday crowds watched the arrival, and the police had to erect portable crush barriers to cope with them. As they drove off, Princess Anne sat between the Queen and the Duke, and the Prince of Wales by himself. After the Royal car had departed, the Queen Mother and Princess Margaret left the airport in a small *Heron* aircraft. The Canadian Prime Minister, Mr. Diefenbaker, hailed the 45-day tour as a "tremendous success." He said that the Queen now knew Canada better than most Canadians.

PERSONALITIES OF THE LAST FEW WEEKS: PEOPLE IN THE PUBLIC EYE.



WINNER OF THE ALLIES FINAL CHALLENGE CUP FOR PISTOL: MR. W. NEAVE PARKER.

Mr. W. Neave Parker, who is well known to our readers as an animal artist, won the Allies Final (Challenge Cup and medal) at the N.S.R.A. 12th National Pistol Meeting at Bisley on August 3. He also reached fourth place in the British Championship Final for the Gallie Memorial cup.



TO SUCCEED MR. VINCENT MASSEY AS GOVERNOR-GENERAL OF CANADA: MAJOR-GENERAL GEORGE P. VANIER WITH HIS WIFE.

Major-General Vanier, who is seventy-one, is Canada's first French-speaking Governor-General. Distinguished both as a soldier and as a diplomat, Major-General Vanier was Canadian Ambassador to France from 1944 to 1953, and held many other important posts.



A CHAMPION AT BISLEY: LIEUTENANT L. W. MALLABAR AFTER WINNING THE QUEEN'S PRIZE.

Mr. Leslie Mallabar, a London business man of fifty-seven, was the winner of the Queen's Prize at this year's competition. Mr. Mallabar has taken part in the Queen's Hundred four times previously, and this time scored 276 points to win the championship by a single point.



(Left.) TO BE DIRECTOR-GENERAL OF THE B.B.C.: MR. H. C. GREENE.

Mr. Hugh Carleton Greene (forty-eight) has been appointed to succeed Sir Ian Jacob as the Director-General of the B.B.C. at the end of the year. Mr. Greene, who is a brother of Mr. Graham Greene, the novelist, is at present Director of News and Current Affairs. He has a long record both of journalism and of broadcasting especially abroad.



THE MOST FAMOUS ANIMAL ARTIST OF HIS GENERATION: THE LATE SIR ALFRED MUNNINGS, WHO DIED ON JULY 17.

Sir Alfred Munnings, who died at his home in Essex at the age of eighty, was famous for his paintings of horses and country life. He was President of the Royal Academy from 1944 to 1949, and was noted for his outright condemnations of "modern" art.

(Right.) REINSTATED AS CHIEF CONSTABLE OF NOTTINGHAM: CAPT. A. POPKESS.

Captain Athelstan Popkess (sixty-five), the Chief Constable of Nottingham who was suspended by the city Watch Committee, for refusing to give details of a police investigation into corporation affairs, has been reinstated. His suspension has been the cause of a dispute between the Labour-dominated Watch Committee and the Home Secretary.



(Left.) ELECTED PRESIDENT OF THE LAW SOCIETY: SIR S. LITTLEWOOD.

Sir Sydney Littlewood, who has been a member of the council of the Law Society since 1940, was elected president of the Society on July 10 in succession to Sir Leslie Peppiatt. Sir Sydney Littlewood, who is sixty-three, is a member of the Legal Aid Committee of the Law Society and he was chairman of this committee from 1946 to 1952.

(Right.) TO BE DEAN OF WESTMINSTER: CANON E. S. ABBOTT.

Canon Eric Symes Abbott (fifty-three) has been appointed to succeed Dr. Don, who has retired as Dean of Westminster. Canon Abbott has been Warden of Keble College, Oxford, since 1956, and he is a chaplain to the Queen. From 1936 to 1945 he was Warden of the Lincoln Theological College and he is a canon and prebendary of Lincoln Cathedral.



A FAMOUS AMERICAN SAILOR AND DIPLOMAT: THE LATE FLEET ADMIRAL W. D. LEAHY.

Fleet Admiral of the United States Navy William Daniel Leahy, who died in Washington on July 20, was Chief of Staff to President Roosevelt and also to President Truman in the last war.



A GREAT FRENCH MOTOR RACING DRIVER: THE LATE MR. JEAN BEHRA.

Mr. Jean Behra, who was killed on August 1 when his Porsche spun out of control at 100 m.p.h. on a steep curve of the Avus track, Berlin, was the motor racing champion of France in 1956 and 1957. He was an outstanding contender for the World Championship—which he never won.



A GREAT BRITISH RACING DRIVER: THE LATE MR. IVOR BUEB.

Ivor Bueb, killed while driving a Cooper Borgward on a circuit near Clermont Ferrand, Central France, was at thirty-five one of Britain's leading drivers. In 1955 and 1957 he was first in the Le Mans twenty-four-hour race, and in 1955 was runner-up in the British 500-c.c. championship.



THE WORLD'S MOST FAMOUS CLOWN: THE LATE GROCK, WHOSE REAL NAME WAS ADRIAN WETTACH.

Grock, King of Clowns, died at the age of seventy-nine on July 14. Born in Switzerland, Grock used his skill to reduce to helpless laughter audiences throughout the world.

**JULY 24: A 'FLYING CRANE'
CARRYING A 103-FT. BRIDGE:
THE FAIREY ROTODYNE SHOWS
ITS VERSATILITY.**

ON Friday, July 24, the Fairey *Rotodyne*, at a military demonstration to senior officers of the armed forces and Ministry of Supply officials, showed its abilities in bridge-laying. The *Rotodyne*, which is a vertical-take-off airliner, became a "flying crane" when it carried a bridge that was almost twice its own length, three miles from White Waltham, in Berkshire, to an appointed place on the river at Stanlake Park, where the bridge was slowly and accurately laid. The bridge was 103 ft. long, 10 ft. wide and 7 ft. high; it was attached by cables to a central point under the fuselage of the *Rotodyne* and it was fitted with wooden fins which are easily and quickly removable, in order to lend stability to the load and to prevent it yawing at high forward speeds. This is believed to be the largest structure ever lifted by air anywhere in the world. Until this demonstration the *Rotodyne* had been considered chiefly as a vertical take-off and landing airliner for services mainly between city centres. Now its potentialities can be seen to extend far beyond this; it may well be of use in the opening-up of undeveloped countries, in the placing of power-line pylons and in laying bridges. Also it may have many battlefield duties as a military aeroplane in which it would combine the dual role of assault transport and "flying crane." On July 16 the Minister of Supply announced he was entering negotiations with Fairey Aviation with the possibility of placing a military order.

(Right.) THE FAIREY ROTODYNE CARRYING A 103-FT. BRIDGE WHICH IT PLACED IN POSITION. THIS IS POSSIBLY THE LARGEST STRUCTURE EVER CARRIED BY AIR.

(Below.) THE BRIDGE BEING LOWERED INTO POSITION OVER A RIVER BY THE ROTODYNE, WHICH IS SEEN TO HAVE GREAT CAPABILITIES, BOTH CIVIL AND MILITARY.



FROM THE NEW ELIZA TO A GARDEN PHENOMENON:



JULY 26: "LIKE LIVING ON VESUVIUS": MR. CLARENCE MAY PREPARES TO BOIL A KETTLE ON THE NATURAL GAS SEEPING UP THROUGH HIS GARDEN.

Residents of houses along Pinfold Street, Eckington, Derbyshire, complain of a rare phenomenon. Natural gas comes up through their gardens and when ignited produces flames up to 18 ins. high. Vegetables are partly cooked when dug up. Apparently there is an underground pocket of almost pure methane gas.



JULY 16: WHERE GUENTHER FRITZ PODOLA, NOW CHARGED WITH MURDER, WAS DISCOVERED: CLAREMONT HOUSE HOTEL, LONDON. HE WAS TAKEN TO HOSPITAL FOR OBSERVATION.

Only a few minutes after Scotland Yard had issued his photograph, Guenther Fritz Podola was arrested in this hotel. He was charged with the murder of Det.-Sgt. Raymond Purdy. Questions have been asked in the House about the alleged ill-treatment of Podola.

A SELECTION OF EVENTS DURING THE PAST WEEKS.



JULY 25: CUTTING A SECOND OFF THE WORLD 200 METRES BREASTSTROKE RECORD: HUDDERSFIELD SCHOOLGIRL, MISS ANITA LONSBOROUGH.

Although Britain lost the swimming match with Holland on July 25 and 26, a seventeen-year-old schoolgirl, Miss Anita Lonsborough, set up a new world record for the 200 metres breaststroke with a time of 2 mins. 50.3 secs. It had previously been held by Miss A. den Haan, who finished second.



JULY 22: RECEIVING THE QUEEN ELIZABETH II CUP FROM THE QUEEN MOTHER: MISS ANNA CLEMENT, OF GERMANY, WHO RODE NICO AT THE WHITE CITY HORSE SHOW.

One of several successful foreign competitors at the White City Royal International Horse Show was young Miss Anna Clement from Germany. Princess Margaret and the Duke of Beaufort watched the Queen Mother present her with the Queen Elizabeth II Cup, after her clear round of 41.8 seconds on Nico had defeated Miss Ann Townsend of Great Britain, on Bandit IV.



AUGUST 4: WHERE A SEVENTY-THREE-YEAR-OLD WIDOW, MRS. FLORENCE GOODING, WAS FOUND UNCONSCIOUS WITH HEAD INJURIES FROM WHICH SHE HAS DIED: OAST HATCH, NEAR OXTEAD, SURREY. IT WAS THOUGHT THAT SHE CHALLENGED A BURGLAR.



JULY 31: AGREEMENT AFTER SIXTEEN DAYS' DISCUSSION: DELEGATES INVOLVED IN THE PRINTING DISPUTE RELAX AFTER THE DECISION TO RESUME WORK. LORD BIRKETT SITS IN THE CENTRE.

A solution to the printing dispute was reached after the strike had lasted six weeks. The independent chairman of the talks was Lord Birkett. The main terms of settlement provide for a standard working week of 42 hours and a basic wage increase of 4½ per cent. The unions originally claimed for a 40-hour week and a 10 per cent. wage rise. Tributes were paid to Lord Birkett for his efficiency and diplomacy.



AUGUST 10: THE NEW ELIZA DOOLITTLE: MISS ANNE ROGERS, SEEN WITH ALEC CLUNES, WHO HAS TAKEN OVER THE PART FROM MISS JULIE ANDREWS IN THE LONDON PRODUCTION OF "MY FAIR LADY." SHE HAS PLAYED THE PART OVER 700 TIMES IN THE U.S.A., BUT NEVER BEFORE IN LONDON.

ROYAL, COMMEMORATIVE AND SPORTING OCCASIONS.



JULY 28: GOING FOR A HOLIDAY TO SANDRINGHAM: THE QUEEN MOTHER, THE PRINCE OF WALES AND PRINCESS ANNE, AT LIVERPOOL STREET STATION.

Our picture shows the Queen Mother with the Prince of Wales and Princess Anne on July 28 at Liverpool Street Station on their way to Sandringham for a few days' holiday. With them are the Queen Mother's corgis.

(Right.) AUGUST 8: ARRIVING AT LONDON AIRPORT FROM NORFOLK: PRINCESS MARGARET RETURNING FROM A HOLIDAY AT SANDRINGHAM.

Princess Margaret was flown back from Marham, Norfolk, in a *Heron* aircraft after she had been staying at Sandringham with the Queen Mother. Her three dogs had been on holiday with her.

(Below.) JULY 26: LOOKING AT THE SPOT WHERE HER HUSBAND LANDED AFTER THE FIRST CHANNEL FLIGHT: MME. BLÉRIOT AT THE FIFTIETH ANNIVERSARY IN DOVER. Mme. Blériot, the widow of the air pioneer, who made the first cross-Channel flight fifty years ago, attended the anniversary ceremonies in Dover. With her are the Mayor (right) and Mayoress (second from right) of Dover, Councillor and Mrs. Eckhoff, looking at the plaque.



AUG. 3: COMMEMORATING THE 200TH ANNIVERSARY OF QUEBEC: THE ILLUMINATION OF GENERAL WOLFE'S STATUE AT HIS BIRTH-PLACE AT WESTERHAM, KENT. THE STATUE IS FLOODLIGHTED UNDER A SPECIALLY CONSTRUCTED CANOPY WITH SHIELDS RECORDING THE CAPTURE OF QUEBEC AND THE ASSOCIATED FORCES.



JULY 29: PRINCESS ALEXANDRA BEING MET BY THE HIGH COMMISSIONER FOR AUSTRALIA, SIR ERIC HARRISON, WHEN SHE ATTENDED A RECEPTION AT AUSTRALIAN HOUSE. PRINCESS ALEXANDRA IS MAKING A SIX-WEEK TOUR OF AUSTRALIA ON AUGUST 8.



JULY 22: AFTER WINNING THE ASHBURTON SHIELD FOR THE FIRST TIME, THE ST. LAWRENCE COLLEGE, RAMSGATE, TEAM AT BISLEY (From left to right) L./Cpl. P. Tatham, Cadet A. Harris, Cpl. M. Wisdom, Sgt. A. Cowing, C.S.M. R. Hebershon, the captain of the team, C./Sgt. J. Thompson, L./Cpl. A. Burnett and L./Cpl. P. Thompson. Oakham School came second and Allhallows, third.

A SUBMARINE AND A LINER IN THE MAKING; AND A COLLISION AT SEA.



JUNE 12: BRITAIN'S FIRST NUCLEAR SUBMARINE, *DREADNOUGHT*: THE PRINCIPAL COMPARTMENTS. THE SUBMARINE IS NOW BEING BUILT AT A BARROW-IN-FURNESS YARD. The key to this Admiralty drawing of the Royal Navy's first nuclear submarine is as follows:

(1) hydroplane; (2) torpedo tubes; (3) torpedo compartment; (4) officers' accommodation; (5) crew accommodation; (6) stores compartments; (7) pump compartment; (8) controls;	(9) Captain's accommodation; (10) washplaces; (11) galley; (12) battery compartment; (13) reactor; (14) machinery control compartment; (15) main machinery compartment; (16) turbine gearing; (17) main motor.
---	--



JULY 17: TO BE BROKEN UP: THE FRIGATE *MAGPIE*, PRINCE PHILIP'S FIRST COMMAND, AFTER TYING UP FOR THE LAST TIME. The 1490-ton frigate H.M.S. *Magpie*, Prince Philip's first naval command, made her last journey on July 17 when she entered the breaking yards at Blyth, Northumberland. Prince Philip commanded her from September 1950 to July 1951.



JULY 18: AFTER LAUNCHING AT CHATHAM BY THE DUCHESS OF KENT: H.M.S. *OBERON*, THE FIRST "O" CLASS SUBMARINE. The launching of this new class of submarine, which incorporates glass-fibre laminate in her superstructure, was memorable for the fact that it was the first Royal launching at Chatham since 1902.



JULY: A LINER WHICH WILL MOVE SIDeways: THE 40,000-TON *ORIANA*, UNDER CONSTRUCTION AT BARROW-IN-FURNESS. The Orient liner *Oriana* is of outstanding interest, both for the revolutionary techniques in her construction and for her sideways manoeuvrability. When completed *Oriana* will possess an all-welded aluminium superstructure.



JULY 29: UNDER REPAIR AT NEW YORK: WELDERS AT WORK ON THE DAMAGED HAWSEPIPE OF THE WORLD'S LARGEST LINER, WHICH COLLIDED WITH A U.S. FREIGHTER. The *Queen Elizabeth* was only slightly damaged in the collision and no one was injured. The pilot of the freighter *American Hunter* said that he ordered full speed astern after being informed that the liner was half a mile ahead in the fog, and was then forced to turn to starboard at full speed ahead.



WITH TORN BOW: THE 8000-TON FREIGHTER AFTER THE COLLISION. THE PILOT SAID HE HAD TRIED TO GIVE WAY TO THE LINER.

BUILDINGS OLD AND NEW: AN ARCHITECTURAL MISCELLANY.



JULY 23: SELECTED AS THE DESIGN FOR CAMBRIDGE'S NEW COLLEGE: A PLAN OF CHURCHILL COLLEGE, SUBMITTED BY RICHARD SHEPPARD, ROBSON AND PARTNERS.



WITH THE MAIN BLOCK ON THE RIGHT OF THE CENTRAL COURT: THE NEW COLLEGE AS IT WILL APPEAR FROM THE STOREY'S WAY ENTRANCE.

Cambridge's new college will occupy a site of 42 acres, between the Madingley Road and Storey's Way. With accommodation for 540 students, the college is made up of twenty residential courts which together will form a "peripheral wall" around the central court area.



JUNE: ON SHOW IN SHEFFIELD CATHEDRAL: A MODEL OF THE STRUCTURE AS IT WILL APPEAR AFTER ENLARGEMENT. FUNDS ARE STILL NEEDED TO CARRY OUT THE WORK.

A fund was launched in November 1957 to make possible the completion of the enlargement of Sheffield Cathedral. To make up the required sum of £250,000, £30,000 had still to be raised in June of this year. The total length of the Cathedral will be 280 ft.



AUGUST 4: 15TH-CENTURY MERCHANTS' HOUSES IN SUFFOLK RESTORED: SALTERS HALL AND THE CHANTRY, SUDBURY, RECENTLY RENOVATED AND NOW USED AS A SCHOOL.

This fine group of timber-framed buildings in Stour Street, Sudbury, is now being used as a preparatory school for 140 children. The façade is remarkable for a carved sill, and a corner post (seen to the left) representing an angel. The 18th-century plastering over timbers and an ugly Victorian chimney have been removed.



JUNE: NEARING COMPLETION ON THE WEST SIDE OF GROSVENOR SQUARE: THE IMPRESSIVE NEW AMERICAN EMBASSY, WHICH WILL BE IN USE BY THE END OF THE YEAR.

The new American Embassy in London, occupying the whole of the west side of the Square, has been specially designed so as to harmonise with surrounding Georgian façades. Faced with Portland stone, the Embassy has five storeys and includes a considerable expanse of glass.



AUGUST: THE SIMPLICITY AND STARK BEAUTY OF CONCRETE: A STRIKING TWO-SPAN OVERBRIDGE ON THE NEW LONDON-TO-BIRMINGHAM MOTORWAY AT HANSLOPE.

This graceful and practical structure is one of 132 bridges on the 55-mile southern stretch of the new London-to-Birmingham Motorway. In all the bridges reinforced concrete has been used and each of them has been carefully designed to suit the topography.

THE WORLD OF THE CINEMA.

TWO WIDELY APART.

By ALAN DENT.

TWO new films, "The Nun's Story" and "The Sleeping Beauty," have about as little in common as two works of art can have—if works of art they can be called. Let me examine both before I decide if either deserves that appellation.

The first is a film-dramatisation of a moving and distinguished novel (so they tell me) by Kathryn C. Hulme. It tells the story of an intelligent and beautiful Belgian girl, a surgeon's daughter, who chooses the dedicated life of a nun because only thus can she become a nursing sister in the Belgian Congo. No doubt the novel makes it perfectly clear—the film does not—why the girl who becomes Sister Luke should so much want to go to the Congo, and why she must become a nun before she can do any nursing either there or anywhere else outside her native Belgium. Instead of giving an explicit answer to either of these two questions—which seem to me to arise very naturally—the film contents itself with showing, in startling and often painful detail, how one becomes a nun. Then it proceeds to show, when this condition has been gradually achieved, how very difficult it is for a nun to become a nurse. Peter Finch, playing a sceptical young surgeon in a Congo hospital (always capital in this kind of part), declares that it is practically impossible. For how can a woman be a good nurse (he says this, almost in so many words) if she has to drop whatever she is doing at the moment when a bell summons her to spiritual devotions?

Sister Luke begs to be excused to carry on with her nursing on more than one such occasion. The hospital is hopelessly understaffed, the surgeon is terribly overworked, the call of the sick seems so much more important than the call to devotion. But her Mother Superior quite firmly tells her that she must not make a practice of being so excused. One's first duty, it would appear, is to one's own soul's safety!

The mere critic, being almost of necessity a man-of-the-world, cannot begin to follow this reasoning. (It is a notable fact, by the way, that our two leading film critics, being by nature of their very calling women-of-the-world, were cautious enough to dodge these issues, to write without any hint of their usual characteristic devilry, and to hedge themselves behind praise of the film's exquisite acting.)

Exquisite the acting certainly is, and it is surely an understandable relief to seek the same shelter. Audrey Hepburn has never—not even in "War and Peace"—done anything better than her Sister Luke—lovely, watchful, very far from serene. She faces her arduous with a kind of tortured composure—and these arduous include not only her fearful training as a novice but also some ghastly experiences in a madhouse, a visit to a leper colony, a dangerous bout of tuberculosis, and a tremendous spiritual struggle at the end of which she renounces her religious vows and goes home to her father. All this is supposed to take some sixteen years, and I would be over-praising this exceptional young actress if I were to suggest that she looks anything like sixteen years older at the end of her ordeal than she does at the beginning. But her acting throughout is moving and subtle.

So is that of a highly distinguished cast containing Dame Edith Evans and Dame Peggy Ashcroft and Mesdames Mildred Dunnock, Patricia Collinge, Eva Kotthaus, Rosalie Crutchley, Ruth White, Barbara O'Neil, Margaret Phillips, Dorothy Alison, and Molly Urquhart as various grades and shades of nun, mainly sweet but sometimes sour. Dame Edith is in particularly glorious voice as a Mother Superior who has soared far beyond all doubt. And there is a haunting picture of a mad Amazon who thinks she is the Archangel Gabriel, and who nearly murders little Sister Luke, by Colleen Dewhurst. But this critic at least came away from "The Nun's Story" subdued, awed, chastened for the nonce, but impenitently worldly.

It is fair to add that the film's direction, by Fred Zinnemann, is beyond reproach, and that the over-emphatic music by Franz Waxman is not. One reviewer called this music a *mélange* of Bach and saccharine. But my own ear failed to detect any John Sebastian whatsoever.

On the other hand, my ear detected a good deal of Tchaikovsky and Offenbach and saccharine in the sugarstick score of "The Sleeping Beauty." The programme tells us that the music by George Bruns is "adapted from Tchaikovsky." But the tune we hear oftenest is the waltz in Offenbach's "Belle Hélène." The programme tells us further that the film took six years to make, and in the same souvenir Walt Disney himself signs a statement: "Of all these stirring legends of Princes and Princesses, of witches and fairies, and of the triumph of good over evil, none has ever been so inspirational to us as 'Sleeping Beauty.'"

Well, it is probably all the greatest—and sometimes the most alarming—fun for small children. But this darned grown-up critic in me just will not prevent me from blurting out that "The Sleeping Beauty"—in spite of every loud and wide ultra-modern advantage—is no great advance on the "Snow-White and the Seven Dwarfs" of twenty-one years ago, that its Prince and Princess have the same insipidity as Snow White and her Beau, that the Wicked Witch is identical in both films, that the new one's Three Good Fairies are really rather too like three of the old one's Dwarfs dressed up, and that there is a prevailing lack of new invention and freshness, and not enough of the old charm.

Let me finally opine that "The Nun's Story" is certainly a work of art, but by merit of its exceptional acting rather than its theme; and that "The Sleeping Beauty" is only a work of major mechanical artifice whose chief virtue is that it will make many of us older ones feel younger—twenty-one years younger to be exact.

OTHER CURRENT FILMS.

"SCAPEGOAT" (Empire, Leicester Square). Starring Alec Guinness and Bette Davis. Ingenious. Also in the programme "INVITATION TO MONTE CARLO," the Principality seen through a little girl's eyes.

"THE BRIDAL PATH" (Leicester Square). Starring Bill Travers. Lively.

"I WANT TO LIVE" (London Pavilion). Starring Susan Hayward. Very tragic.

"A HOLE IN THE HEAD" (Odeon, Leicester Square). Starring Frank Sinatra. Most touching, with singularly good performances by Frank Sinatra, Edward G. Robinson and the small boy, Eddie Hodges.

"LEFT, RIGHT AND CENTRE" (Ritz). Starring Ian Carmichael and Alastair Sim. Very amusing film about an election.

THE WORLD OF THE THEATRE.

IN RETROSPECT.

By J. C. TREWIN.

WHEN I wrote a "World of the Theatre" earlier this summer, I was sitting by an open window looking out upon a Chekhovian silver birch beyond which a London garden drowsed and drooped in the heat of what for once was a flaming June. The present morning seems to be a copy of that day. The sun is fiery, the sky a pure, clear blue: I am sure that at home the silver birch is inclined drowsily towards the study window.

Otherwise, the August scene differs from June. It is one that I have described in detail in *The Illustrated London News*, so let me say merely that the lighthouse on the high cliff is more dazzling than ever in August sunlight. Here, then, between two serene mornings, in London and in Cornwall, I try to recapture something of what has happened in the theatre during seven or eight weeks.

It is always challenging to do this. Memory, as a rule, discards the minor events, though some things do linger in the mind for their oddity, just as from a curious puzzle-play years ago I retain a line about "potting the gloxinias."

My task now is to remember the major events: later I may be able to reach the lesser plays. One event rises over the others just—for I am nothing if not regional to-day—just as Brown Willy rises over the Cornish moors. It is Sir Laurence Olivier's *Coriolanus* at Stratford-upon-Avon. Until now the Stratford season has been strangely uncertain: a display of "personality" acting, or of "personality" production, with Shakespeare in the background. But Olivier's *Coriolanus*, in Peter Hall's revival of the tragedy, is the man himself, and (I speak with all consideration) one of the most exciting Shakespearean performances of our time. Olivier, a splendidly virile actor, has always known that the Shakespearean theatre must excite: it must anger his detractors—though not, I think, the shade of the dramatist—that he is so superb a master of theatrical effect. There is, of course, far more in it than this. Olivier does not externalise: he creates his characters from within, and he is without noticeable tricks, vocal or physical, though I dare say that his death scene in "*Coriolanus*" will raise the eyebrows of the grudging. Better to say that it raises the hair: Shakespeare, the actor-dramatist, I am sure would have approved (just as, no doubt, he is laughing in the shades at the way in which Charles Laughton, as Bottom-Pyramus in Stratford's "*A Midsummer Night's Dream*," has his friendly joke at the expense of Olivier's convulsive death scene in "*Richard the Third*").

I met this *Coriolanus* at the Old Vic twenty-one years ago. To-day the performance, fortified and heightened, is one of absorbing power. To watch and hear Olivier inflamed by the word "traitor"; to see him as he sits in gold, his eye red as 'twould burn Rome (a phrase voiced by Paul Hardwick with proper regard for its sound)—these things are bound to stay in the mind among the Shakespearean memories of our time. The study in egoism is majestic in its authority; and I commend to every visitor to Stratford the sound of the few lines (omitted at the Vic during the spring of 1938) in which, at the very beginning of the Supplication scene, *Coriolanus* salutes Valeria:

The moon of Rome, chaste as the icicle
That's curdled by the frost from purest snow
And hangs on Dian's temple: dear Valeria!

One has only to add that Dame Edith Evans is Volumnia to explain further why this "*Coriolanus*" is set in Stratford record. As we leave it in the summer evenings we can think of Masfield's assertion that in reading this tragedy "and the other plays of a great period, a man feels that Shakespeare fed his fire with all that was passionate in the thought about him. He appears to be his age focused."

In London we have had Graham Greene's "*The Compliant Lover*"—I could wish that the dramatist had thought of another name—a piece that manages to modulate without embarrassment from something near farce to a passage of (for a moment) something near tragedy. Sir Ralph Richardson is the kindly bore of a husband who finds after seventeen years that his wife is in love with a young antiquarian bookseller. (The husband is a dentist: Mr. Greene has enjoyed himself with the professions.) The moment of discovery, which comes not long after a scene of farcical comedy enchantingly manoeuvred, is one in which Sir Ralph Richardson, again in one of his extraordinary portraits of the ordinary man beset, uses his gift of controlled emotion. In the text of the play all that we have are the stage directions:

Victor opens the letter with the Dutch stamp. . . .

Victor puts the letter on his knee, then picks it up and reads it again. . . .

Victor, with sudden decision, tears the letter in two and drops it on the sofa. . . .

I suggest that you remember those few lines when you see how Sir Ralph translates them into theatrical terms at the Globe Theatre. With him, Phyllis Calvert and Paul Scofield as wife and lover share the honours of a connoisseur's play.

I have space this week only to mention Wynyard Browne's "*The Ring of Truth*" (Savoy), a cunningly imaginative comedy whose accurate construction is a relief after some of the work currently modish—plays tired, chaotic, and thrown together. Mr. Browne is showing how a minor domestic disaster can "snowball" into something like an avalanche: the plot is wittily and intricately contrived. I may be able to say more of it later, and more, too, of "*Roots*"—which has come to the Duke of York's from the Royal Court—a rural comedy by Arnold Wesker that uses the C. K. Munro trick of repetition to makes its points, and allows Joan Plowright to carry the final scene in a gust of surprised triumph.

So far I have written of plays that are still running. It would be ungrateful not to remember now, as all must remember, John Gielgud's Shakespeare recital with which the Queen's Theatre reopened: a protean performance of splendour that reminded me both of the view from my window as it is now, and as it can be in the surge of a winter storm. Olivier, Gielgud, Richardson, Scofield; Graham Greene, Wynyard Browne: that is enough to show (as I hope to show further) that it has not been a close season for the stage whatever it may have been, unwillingly, with this feature.

OUR CRITIC'S FIRST-NIGHT JOURNAL.

"THE ASPERN PAPERS" (Queen's).—Michael Redgrave returns to the West End stage. (August 12.)

SOME OUTSTANDING PUBLIC EVENTS IN JUNE IN GREAT BRITAIN AND EIRE.



JUNE 9: A ROYAL AND MUNICIPAL OCCASION: THE QUEEN AT THE REOPENING OF THE PORTSMOUTH GUILDHALL AFTER ITS RESTORATION.

The Queen officially reopened the Guildhall at Portsmouth and unveiled a commemorative plaque on June 9, standing on the steps that lead up to its imposing entrance. The Guildhall, which was first opened in 1891, was restored from heavy war damage. The ceremony was watched by representatives of the city and the armed forces.



JUNE 12: THE DUKE OF EDINBURGH WORKING THE MECHANISM THAT DREW INTO POSITION A SECTION OF THE NUCLEAR SUBMARINE DREADNOUGHT.

On June 12 at Barrow-in-Furness the Duke of Edinburgh caused a gamma-ray beam to move a winch which thereupon drew a 30-ft. cylindrical section of the Royal Navy's first atomic submarine into position. It was the atom-age substitute for keel-laying.



JUNE 25: THE SCENE AT THE INSTALLATION OF MR. DE VALERA AS THE NEW PRESIDENT OF EIRE IN ST. PATRICK'S HALL, DUBLIN.

Mr. Eamon de Valera, who is seventy-six, marked his retirement from party politics when he resigned from being Prime Minister and was elected President of the Republic of Eire in succession to Mr. Sean O'Kelly. He resigned his position as Taoiseach, or Prime Minister,

on June 17 before the result of the Presidential election, in which he defeated General Sean MacEoin, was known. By becoming the third President of the republic he puts an end to a spectacular active political career of fifty years of revolutions and parliaments.

IN LONDON SALE-ROOMS: WORLD RECORD PRICES FOR ARTISTS' WORKS.



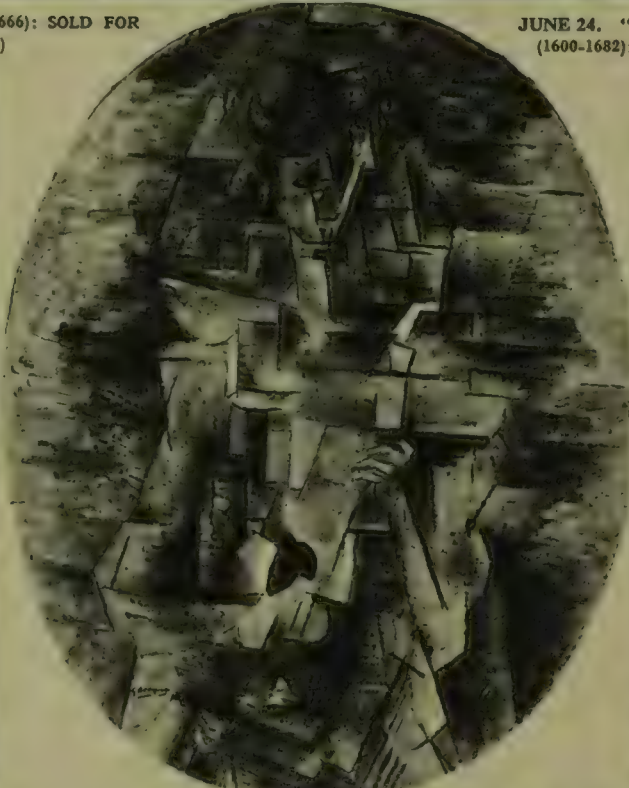
JUNE 24. "A VIEW OF EMMERICH," BY VAN GOYEN (1596-1666): SOLD FOR £24,000 AT SOTHEBY'S. (Oil on panel: 26 by 37½ ins.)



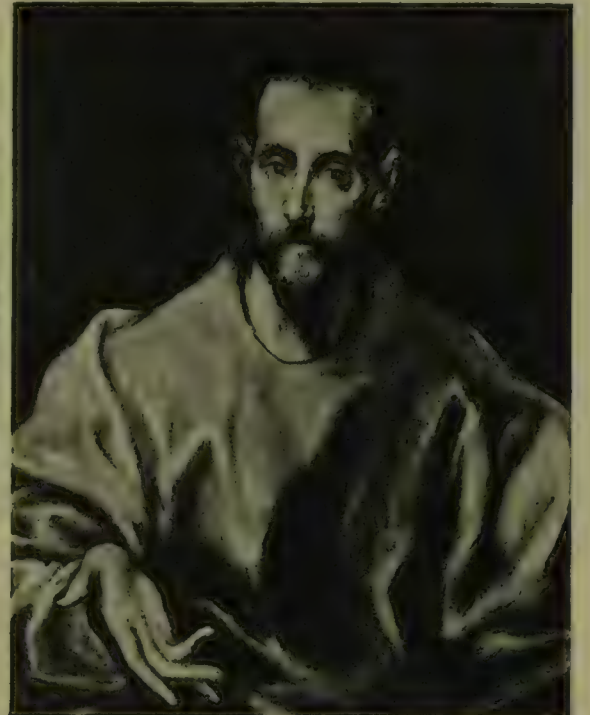
JUNE 24. "THE WORSHIP OF THE GOLDEN CALF," BY CLAUDE LORRAINE (1600-1682): SOLD FOR £36,000 AT SOTHEBY'S. (Oil on canvas: 56 by 98 ins.)



JUNE 24. "PORTRAIT OF THE PAINTER FRANS POST," BY HALS (c. 1580-1666): SOLD TO THE BUYER OF RUBENS' "ADORATION" FOR £48,000 AT SOTHEBY'S. (Oil on panel: 16½ by 13 ins.)



JULY 1. "FEMME A LA MANDOLINE," BY BRAQUE (BORN 1882): SOLD FOR £36,000 AT SOTHEBY'S. (Oil on canvas: 36 by 28½ ins.)



JUNE 24. "THE APOSTLE ST. JAMES," BY EL GRECO (c. 1547-1614): SOLD TO THE BUYER OF RUBENS' "ADORATION" FOR £72,000 AT SOTHEBY'S. (Oil on canvas: 27½ by 21½ ins.)

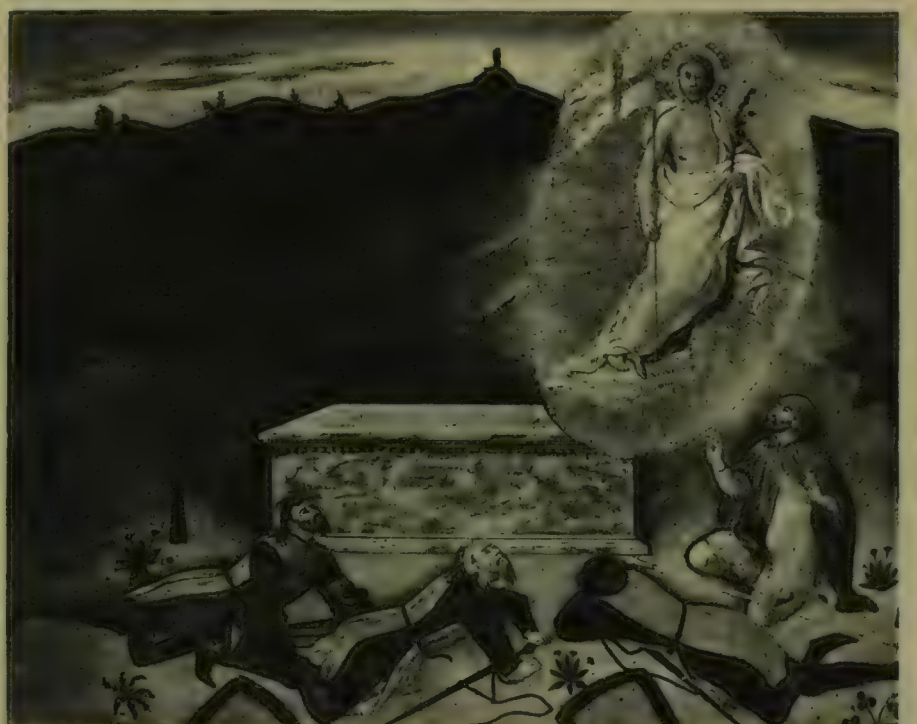


JULY 1. "NATURE MORTE AVEC UN POT D'AZALEES BLANCHES," BY FANTIN-LATOURE (1836-1904): SOLD FOR £15,000 AT SOTHEBY'S. (Oil on canvas: 28½ by 23½ ins.)



JUNE 24. A SUPERB STEP-CUT DIAMOND SET AS A RING: THE PROPERTY OF MRS. MICHAEL WILDING, IT SOLD FOR £56,000 AT CHRISTIE'S, A RECORD FOR A SINGLE DIAMOND. (Weight approx. 23.75 carats.)

THE Rubens illustrated on the following page was the most outstanding recent sale-room event, but June and July have seen many other world auction records broken in London. The illustrations on this page show some of the works of art that have set up the new records. In each case the price fetched was higher than any previously [Continued below.]



JUNE 24. "THE RESURRECTION," BY THE MASTER OF THE OSSERVANZA ALTARPIECE (FLORENTINE, 15TH CENTURY): SOLD FOR £31,000 AT SOTHEBY'S: ONE OF THE MANY MAGNIFICENT PAINTINGS SOLD IN LONDON RECENTLY. (Oil on panel: 14½ by 18 ins.)

[Continued.] realised for a work by those artists. One buyer alone was responsible for three records in one day: on June 24 at Sotheby's he anonymously purchased the Rubens for £275,000, and also the El Greco and the Hals illustrated here. The Fantin-Latour, which fetched £15,000 on July 1, must be one of the finest ever to have come up for sale, while the 15th-century Florentine panel of the Resurrection was another remarkable work. The £36,000 "Worship

of the Golden Calf," by Claude, was painted for Sir Peter Lely, who asked for no figures to be included as he wished to paint them in himself. Claude, a little piqued, ignored the request and inserted dozens. Other notable records were recently established by the "Danclo" Stradivarius violin which sold at Christie's for £8190 on June 23; and Mrs. Michael Wilding's diamond ring which sold at Christie's for £56,000 on June 24.



JUNE 24: SOLD IN LONDON FOR THE WORLD RECORD AUCTION PRICE OF £275,000: RUBENS' "THE ADORATION OF THE MAGI."

One of Rubens' greatest works, his "The Adoration of the Magi," was the highlight of the sale of Old Masters at Sotheby's on June 24. This truly magnificent painting, over 10 ft. high, was from the Duke of Westminster's collection, is entirely by Rubens' own hand and shows the artist in the full splendour of his maturity. Each of the figures is depicted in his own attitude of awe and devotion: the awkward soldier peering curiously at the child; the

two bearded kings kneeling forward to offer gifts, their faces tense and dramatic; the Othello-like majesty of the Negro; the more jocular stare of the man on the extreme left wearing a large fur hat; the bareheaded man next to him whose eyes are raised in wonder towards the two angels. The picture was purchased on behalf of an anonymous buyer and will stay in this country. Frank Davis's article appears on page 36. (Oil on panel: 129½ by 97½ ins.)

A PAGE FOR COLLECTORS.

By FRANK DAVIS.

THE WESTMINSTER RUBENS.

ONE is liable to take great painters for granted. There they are, well established in the firmament like sun, moon and stars, and, instead of going about marvelling that such wonders should exist, we accept them as familiar gifts of Providence. It is just as well we should be reminded occasionally—or, rather, remind ourselves—that the very greatest have appeared upon this earth only rarely and at irregular intervals.

To most of us, nourished mainly upon the National Gallery, the name of Peter Paul Rubens brings to mind four paintings before all others. There are the two landscapes, the portrait known as "Le Chapeau de Paille," and the "Judgment of Paris," that marvellous hymn of praise to buxom femininity, which is liable to horrify the fashionables of to-day because slimming has become very nearly a religious duty. Further reflection will no doubt bring to mind the Deposition at Antwerp and such a superb extrovert painting as that of himself and his first wife, Isabella Brant, which was on loan at Trafalgar Square ten years ago with the other pictures from the Alte Pinakothek at Munich.

And now this great religious composition, "The Adoration of the Magi," from the Duke of Westminster's Collection, was sold at Sotheby's on June 24. It was last seen in public in England in 1938 at the Royal Academy Exhibition "17th Century Art in Europe," and was lent to Bruges in 1956 for the exhibition of "Flemish Art in British Collections." Its history is recorded from the day it was painted in Antwerp for the Convent of the Dames Blanches at Louvain; Rubens was paid 920 florins for it before March 9, 1634. The sketch for it, differing in minor details, is in the Wallace Collection. It remained in the Convent until 1785, and was then sold at auction for 8400 florins as a result of the suppression of the Convent two years previously. Sir Joshua Reynolds praised it to the Duke of Rutland and urged him to buy it; it was, in fact, bought by a Brussels collector, J.-B. Horion. At his sale in 1788 it made 8000 florins; according to one authority "bought for England." In 1806, at the sale of the collection of Lord Lansdowne, it was bought for Lord Grosvenor for 800 guineas and has been in the Grosvenor family ever since.

To some men Rubens was, is and will ever remain the supreme landscape painter in Western art—so fluid, so dramatic, so inventive, so magical—all these things at once; to others his insight as a portraitist is more compelling; others still, strangely insensitive to the delights of great painting, see in him the supreme example of the able diplomatist and charming man of the world, the friend and companion of princes. This attitude is epitomised in the probably apocryphal story of the Englishman from the back of beyond who came to make his bow at the Court of Charles I and asked: "Who, then, is this diplomat who amuses himself by painting?" and was told, "Ask rather who is this painter who amuses himself by diplomacy."

Because the great majority of the pictures by him in England are secular we are not specially familiar with his work as a painter of religious subjects—nor do I think in any of them—not even in the Antwerp Deposition—does he display any very deep religious feeling. He is well aware of the drama of the theme but has nothing of the intensity of, say, an El Greco; you feel that he is too well-bred, too sincere a worshipper of the delights of life, to be able to identify himself wholly with suffering. But within these limits, how noble is his version of the story, with what pleasure has he organised this moving scene, the Virgin half-rising from her seat offering the Child to the worshipping kings, and with what fluid masterly brush strokes are the details completed!—the intense gaze of the Negro, the enchanting flesh of the two angels, the half-smile on the Virgin's face, the swirling movement of the figures.

This picture came late in his career, for he was fifty-seven when he painted it and was destined to die six years later; unlike some other very large works it is wholly from his hand, displays his virtuosity at its full maturity, and is, besides, the only large religious composition by him in the country. I imagine everyone is delighted that it is to stay in Great Britain. Here a piquant situation arose some weeks ago, for, in response to an innocent little remark in a *Times* article, to the effect that as we already owned so many splendid paintings by Rubens, presumably no objection would be made if the picture left our shores, the Chairman of the National Gallery Trustees took the unprecedented step of warning off would-be buyers from abroad.

When in the past something has come into the auction rooms which is considered of national importance, it has been the frequent practice for the public institution concerned to claim it after the sale and to see to it that an export licence is not granted. This has been the subject of a good deal of criticism in the past on the ground that it causes delay and vexation and sometimes results in the nation paying the maximum possible price. If announcements like that of Professor Lionel Robbins regarding the Westminster Rubens become the normal procedure when anything desired by any of the great museums comes on the market, complaints will then be made that the nation is bringing undue pressure to bear upon executors and trustees faced with the task of paying death duties and of owners who are merely anxious to raise money, and is, in fact, depriving them of the possibility of obtaining a just price in a free international market. On the other hand . . . but I could continue at inordinate length to discuss this quite pretty problem, forgetting that what I really want to do is to pay a modest tribute to the prodigious talent of the man who infused the tradition of northern painting with the warmth of the south, who painted a tree with the same affection as he painted a feminine shoulder, and whose whole life was a model of good sense, good humour and vitality.

Unlike so many with his special gifts, he writes almost as well as he paints. Call to mind the happy portrait of himself and Isabella Brant, his first wife—the one at Munich—and then consider this letter written after her death seventeen years later: "I do not pretend to attain to stoicism . . . truly I have lost a wonderfully good companion. . . . She had none of the disabilities of her sex, she was neither morose nor weak of temper—but all goodness and honesty and so virtuous that all the world loved her during her life and mourns her now she is dead." Four years later, in 1630, he married again—the girl Helena whose features are to be seen in both religious and secular pictures during the last ten years of his life. There is her portrait at Munich, for example, and the famous one in Vienna, "The Fur Wrap." It is not fanciful to see her features in those of the Westminster Madonna.

ORIENTAL ART AT OXFORD.

WHEN the late Sir Herbert Ingram gave his collection of early Chinese bronzes and ceramics—about 3000 pieces altogether—to Oxford University in 1956, I said something about it on this page. I had already seen a selection of this gift at the owner's Gloucestershire home several years previously and went down to Oxford hoping to enjoy the many fine things I knew he had acquired since. But I found myself climbing the more than mediæval spiral staircase, of what used to be known as the Indian Institute, at the end of the Broad—not a bad test of stamina in itself—to discover that it was only possible to display a mere fragment of either the Ingram or the Barlow or any other collection of Oriental Art, whether Indian, Chinese, Persian or Japanese, now belonging to the University; nearly everything was packed away in boxes. I was informed that within a few years space would be available for everything in a rearranged Ashmolean.

The plan seems to be admirably simple and economical. The classical casts in the centre gallery, well known to many generations of undergraduates, are to be moved elsewhere and an additional mezzanine floor is to be built; the two levels will be sufficient to house what has now become the most important collection of Oriental Art outside London, for in addition to the recent Ingram gift of the Chinese collection and Sir Alan Barlow's small but very choice collection of early Islamic pottery, there are also the earlier and very little-known bequests of Sayce, Mallett, and Farrar. A new Oriental Institute is being built alongside the museum, and the first floor of the rearranged centre gallery will communicate directly with it by means of a bridge. The building of the Institute is already in hand.

What is now required is the £45,000 necessary for the rehousing of the art collections. For this very modest sum—modest, that is, by comparison with the money necessary for a dozen other laudable objects—an appeal is being made by the Chancellor of the University and other prominent signatories, with Lord Simon as Chairman of the Appeal Committee. The appeal is directed primarily toward those great business houses which have connections with the Far East. We are reminded that Sir Thomas Bodley collected Chinese books early in the 17th century for the University Library and that Archbishop Laud endowed the Chair of Arabic; that for some hundreds of years Western travellers and merchants have collected Chinese and Indian work but that "what were curiosities to the East India Company's merchants 200 years ago are the treasured masterpieces of to-day."

One can go much further and assert that within the past fifty or sixty years our knowledge of Far Eastern art has become so immeasurably widened that we now realise that these early travellers from Europe saw next to nothing of the marvels awaiting them just over the horizon. All they were shown was little more than odds and ends and the pieces deliberately manufactured for export; a good half of the objects belonging to the fine collections of to-day they would fail to recognise. Nor—as their interests were in the unfamiliar and the trivial rather than in art—would they appreciate them overmuch except as curiosities, and this would apply to India as much as to China. A fine Ming Dynasty blue and white bowl and an uncouth-looking stuffed fish would be equally attractive.

As one cannot delve into innumerable packing cases, I turn over photographs at random and note how vast is the space of time covered by these exhibits—at a rough estimate about 4500 years—and how high is their quality; my fingers itch to hold some of them. The earliest is presumably a Chinese pottery vessel of about 2500 B.C., boldly decorated with swirling geometric designs; it seems astonishingly mature for the late Stone Age. Seeing this, one almost ceases to wonder at the marvels of porcelain of the centuries from A.D. 1000 onwards, culminating in the eggshell porcelain vase of the Mallett bequest—in brilliant *famille rose* enamels.

The earliest and finest Ming Dynasty blue and white porcelain—later dynasties tried hard to imitate it and went so far as to forge the marks with enthusiasm without quite succeeding—is well represented and especially by a unique stem-cup of the 14th century (a famous piece from the Sayce Collection); the T'ang Dynasty by numerous tomb pottery figures, men, women and animals and by some splendid glazed dishes. The Sung Dynasty wares are to be seen in all their delicate glazes; how and why Providence should have granted to whole generations of potters during these 300 years the special gift of harnessing form to colour in exactly this other-worldly manner is one of the insoluble problems of the history of mankind; the lovely simple shapes, the free-flowing brushwork of dark brown on white (I'm thinking of the Tz'u Chou type), the olive green of the celadons, the poetic shadowy blues, the grey-greens—but catalogues, which this note is beginning to resemble, can be tedious.

Does it ever strike you, in looking at works of art from the distant and not so distant past, how very like our friends and acquaintances, portraits from faraway lands can be? Roman period portraits from Egyptian mummies can be uncannily like coloured photographs of the men and women sitting next to you in a restaurant, and I recognise joyfully among these Oxford ceramics and bronzes at least one man and two women.

Blanc-de-chine is regarded by many as the noblest sort of porcelain and indeed it obtained its name in the West because the French considered it to be the Chinese porcelain *par excellence*. There is a splendidly composed little figure of a seated priest made in this material about A.D. 1600 (Sayce bequest) which is an admirable portrait of a distinguished member of the staff of a great newspaper; a glazed pottery woman from the T'ang Dynasty (A.D. 618–907) who once accompanied the body of a dead grandee to his tomb and there ministered to his comfort in the land of shadows; she was then reborn in the 14th century to serve as a model for some Flemish painter, and I caught sight of her again only recently wandering round Christie's beneath a becoming mushroom hat. The third incarnation is that of a big-breasted, long-legged, beaky-nosed athletic goddess, immortalised here in a 14th-century South Indian bronze—the goddess Gauri, known also as Parvati, Kali and other names—who can be seen any winter's day riding to hounds.

I realise I have omitted any reference to the early Chinese bronzes, not the least of the glories of the Ingram Collection. These begin with the powerful savage ritual vessels of the Shang Dynasty (second millennium B.C.), include T'ang Dynasty mirrors and end with a vigorously modelled mythical animal from the Sung period who would not be out of place in a Romanesque church in France or England in the 11th century.

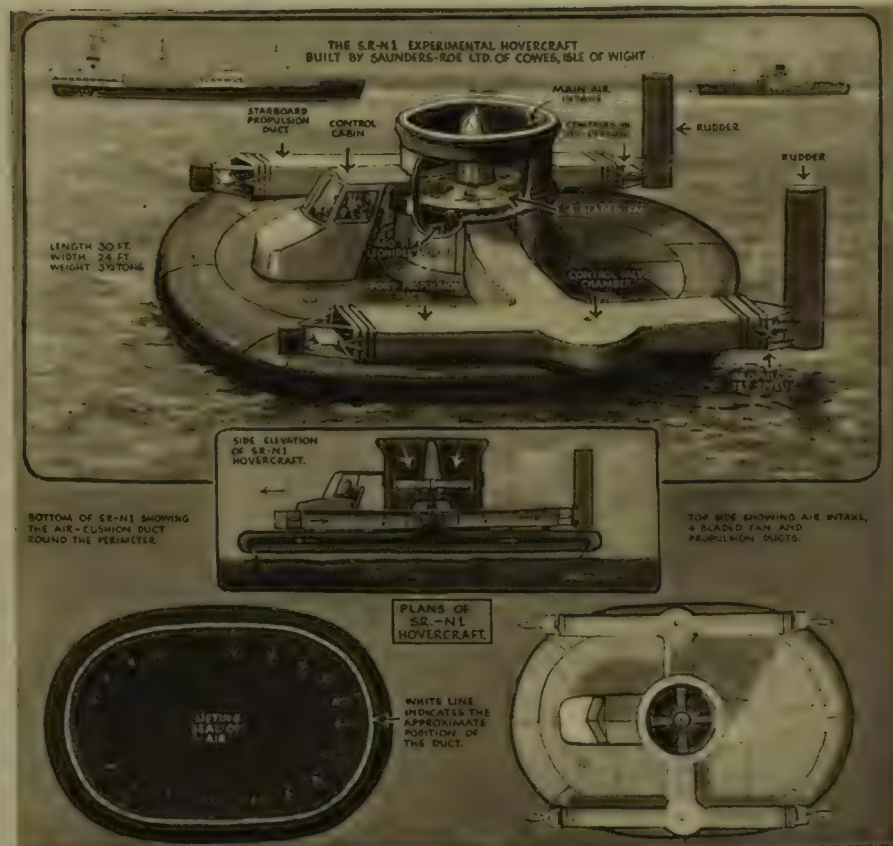
JULY 25. 50 YEARS AFTER BLERIOT: THE HOVERCRAFT ACROSS THE CHANNEL.



SCATTERING SPRAY AND SEAWEED AS IT RIDES UP THE BEACH AT DOVER: THE SR-N1 HOVERCRAFT AFTER ITS SUCCESSFUL TWO-HOUR CHANNEL CROSSING.



DURING TEST FLIGHTS OFF CALAIS BEFORE CROSSING THE ENGLISH CHANNEL TO DOVER: THE HOVERCRAFT FLYING ONE FOOT ABOVE THE SURFACE OF THE SEA.



THE FORECAST WHICH CAME TRUE: AN EXTRACT FROM MR. G. H. DAVIS'S DRAWING OF THE SR-N1 HOVERCRAFT WHICH APPEARED IN OUR ISSUE OF MAY 30.

BRITAIN'S newest revolutionary aircraft design is causing widespread interest both in England and abroad. Supported on an air "cushion" one foot above the surface of the land or sea, the *SR-N1 Hovercraft*, which has been developed by Saunders-Roe, completed its first cross-Channel flight on July 25. It flew from Calais to Dover in 2 hours 3 minutes and coped with a swell several times higher than its "hover height." Mr. C. S. Cockerell, who invented this means of locomotion, has said of it: "This is just a vacuum-cleaner turned the other way up." Before being shown at the Farnborough Air Display in September, the *SR-N1* will probably have a second engine added which will enable its speed and "hover height" to be increased. Designs are being prepared for a craft of about 40 tons, a commercial version suitable for cross-Channel passenger flights.

QUEEN ELIZABETH'S ELF.

"THE SECOND CECIL." By P. M. HANDOVER.*

An Appreciation by Sir Charles Petrie

REVOLUTIONS have a habit of bringing to the fore new men and new families, and the revolutionary era of the 16th century was no exception. The repercussions of the discovery of America, followed forty years later by those of the Reformation, constituted a revolution of the first magnitude, and from it there emerged the House of Cecil, which was henceforth to be one of the great forces in English politics down to our own time.

The history of the family has on occasion been the history of England in miniature. It originated at Stamford, in Lincolnshire, where the elder branch of it still lives. A Richard Cecil went to London to seek his fortune and he had the good luck to become Yeoman of the Wardrobe to Henry VIII. He won the King's favour, and from that moment the fortunes of the Tudors and the Cecils were closely connected; so, when the Reformation came, and monastic lands were being distributed, Richard was not forgotten. His son became that great Elizabethan statesman, Lord Burghley, and his grandson was Robert Cecil, later Earl of Salisbury, the subject of this present work—"a statesman's statesman," as the author rightly calls him. His mother, who was Burghley's second wife, was no great beauty, but she was reputed to be one of the most erudite women in England, and thus there came into the Cecils that tradition of scholarship which they have never lost.

Miss Handover thus analyses Robert Cecil's character:

His interests lay chiefly in history, also science, though not the esoteric sciences, such as alchemy and magic which compelled many of his generation. . . . He had no interest in abstract speculation, whether in science or religion. His mind worked on facts, for which he had an insatiable thirst, which he quickly accumulated because he was observant, and could use because he had an excellent and orderly memory. His senses were perpetually at work, watching other men, noting all that lay around him, hearing—often more than he was meant to hear.

The Queen nicknamed him her Elf, and "he had the quickness, that spirit, that charm" which seemed to his contemporaries to be not entirely human, and this reputation was in no small measure enhanced by the information service which he built up, thus enabling him to display a knowledge of events and men all over the world which appeared positively uncanny.

Like the Younger Pitt 200 years later, Robert Cecil was brought up by his father to be a statesman. His half-brother had not come up to the paternal expectations; indeed, when the young man was travelling on the Continent, his father wrote of him that he "will return home like a spending sot, meet only to keep a tennis court." Robert, on the other hand, responded to Burghley's teaching so well that he was made a Privy Councillor at the age of twenty-eight, five years later he was sworn-in as Principal Secretary to the Queen, and two years after that he succeeded his father as what a later age would have described as Prime Minister.

The times did not allow of mediocrity in high places. None of the Tudors was ever really safe on the throne, and the evidence of these pages shows how insecure they were until the very end of Elizabeth's life—the plots and plotting never ceased. Henry VII had to encounter the groundswell of the Wars of the Roses, and this force had by no means spent itself by the date of his death; Henry VIII had in addition to deal with the difficulties and discords caused by his religious policy; the reigns of Edward VI and Mary I can only be described as chaotic; and Elizabeth I was never for a moment free from the rivalry of Mary, Queen of Scots, until the latter's execution, while even after that she had to face threats from other quarters. For many years, therefore, there was every chance of a War of the English Succession being fought on English soil: that the Stuarts came to the throne without this taking place was largely due to the statesmanship of Robert Cecil.

To him the end justified the means so long as the peaceful succession of James VI could be secured, and tortuous indeed are the intrigues which Miss Handover describes in detail. Thanks to Cecil, the change of dynasty was almost prosaic; it was in marked contrast with the struggle at Bosworth, where the Queen's grandfather wrested the crown from Richard of York, and it lacked even the personal interest of the last days of Anne a century later, characterised as they were by the fierce rivalry of Oxford and Bolingbroke.

The second great obligation under which Cecil put his country was the conclusion of the war with Spain. Elizabeth has been blamed for not following up the victory over the Armada, but it may be argued on her behalf that her country's resources were extremely scanty, and that recent precedents for sending English forces overseas had been none too encouraging. It may even be that in the old woman's shrewd brain there existed a belief that Spain was beginning to decline, and that it was no part of England's business to pave the way for the ascendancy of Bourbon France. However this may be, the war had served its purpose, and had reached a stalemate. England had beaten off an attempt at invasion and she had deprived her enemy of the mastery of the sea; but she was quite unable to engage in a Continental war. None of this, however, detracts from the merit of Cecil in forcing a settlement against no inconsiderable opposition.

In nothing did Cecil show greater skill than in his relations with those other two great Elizabethan figures, Essex and Raleigh. Together they might have proved too strong for him, but *divide et impera* was always his policy, and never did he pursue it with more effect. At first the contest appeared unequal, with the hunchback Cecil against the handsome and magnificent Essex. Yet, as the author's narrative develops, we see Essex playing into his rival's hands by making blunder after blunder, until he committed the greatest blunder of all when he rode out into the Strand that February morning in 1601 in a vain endeavour to raise London against the Queen. Raleigh had supported Cecil on that occasion, but with the death of Essex he had served his turn, and when he opposed his old ally over both the succession and foreign policy his time, too, was come. When this volume closes in 1604 Cecil's triumph was complete, for Raleigh was in the Tower and Essex was in his grave.

Like all her Ministers, Cecil was conditioned by the Queen he served. Open and bluff in many ways like her father, she had all the coquetry of her mother, combined with the craft and parsimony of her grandfather. Miss Handover sees the clue to Elizabeth's character in her Welsh blood, and she may well be right; anyhow, she is fully entitled to express an opinion, for she has written an uncommonly good book.

THE MASTERY OF THE INLAND SEA.

"RED DUSTER, WHITE ENSIGN." By IAN CAMERON.*

An Appreciation by Sir Charles Petrie

THE Mediterranean has for so long been a battleground between opposing civilisations that it is no mere coincidence that of the struggles which Creasy included in his "Fifteen Decisive Battles of the World" no fewer than eleven either took place in this area or were battles in which one of the contestants was a Mediterranean Power. In the earlier years of the present century, however, a school of thought came into existence which declared that the importance of the Mediterranean was much diminished, especially where Great Britain was concerned, and we were told by the pundits that warfare had passed from the thalassic to the oceanic stage; this statement appeared to be confirmed by the experience of the First World War, though what was forgotten was that the Anglo-French command of the great inland sea in that conflict was primarily due to the skilful diplomacy of Sir Edward Grey in the years immediately before it began. Owing to this false assumption, Malta, which the Germans and Italians rightly described as "the rock upon which our hopes in the Mediterranean foundered," was in September 1939, to quote the author of this book, "without stocks of food, with only three obsolescent crated planes, with fourteen coastal defence guns, one operational airfield, and about four thousand troops."

The result was that after Italy entered the war the state of the island was soon little short of desperate, and in addition it was subject to repeated attacks from the air, for if Whitehall had written Malta off as a place of no value Hitler and Mussolini had no illusions as to its strategic importance in view of the course which the war was taking in the Balkans, in North Africa, and in the Levant. In this way Malta became a beleaguered fortress, and such she remained for over two years until she was called upon to play another rôle, that is to say "a springboard for the invasion of Southern Europe." In these pages is told the story of the convoys which ran in supplies to the besieged.

Mr. Cameron marshals his facts with commendable lucidity, and, though most attentive to details, he never allows his readers to become bogged down in them: the progress of events in the Mediterranean is always painted against the background of the war as a whole. Many of those who have written about the Second World War have dismissed the Italians as a set of arrant cowards, thereby, though probably unconsciously and certainly unintentionally, belittling the exploits of the British sailors, soldiers, and airmen who had to contend with them. The present writer will have none of this;

Every now and then one came across Italians who really knew their stuff, and who fought like the very devil. The Gurkhas who did battle with them at Keren said they were the most courageous and stubborn enemy they had ever met (and courage is something a Gurkha knows about). The Italian midget submarines performed acts as brave and audacious as the men of any navy; while certain squadrons of the Aeronautico Italiano invariably pressed home their attacks far more bravely and skilfully than any German squadron (with the exception of *Fliegerkorps X*).

The author is also at pains to point out that in most things except in morale the Italian fleet was better equipped than the British for warfare in the Mediterranean.

As in the earlier stages of so many wars incompetence in high places was no less marked than the valour of the British forces in action. For example, the R.A.F. Embarkation authorities on two occasions supplied *Spitfires* with defective fuel tanks with the result that the commander of the U.S. carrier on which they were to be embarked refused to take any more planes on board until they had been tested and serviced since 90 per cent. of them leaked and flooded the hangar. Nor was this all; for only five of the guns in every hundred were not dirty and unsynchronized, while nearly three-quarters of the radios were inoperative. Such incidents were hardly calculated to impress our allies with British standards of operational efficiency.

Even when the supplies did get through to Malta they were often very ineptly handled. Ships remained unloaded for unnecessarily long periods, and were thus needlessly exposed to destruction from the air, while of the first batch of forty-six *Spitfires* to reach the island every single one had been destroyed or rendered unserviceable within three days of arrival owing to the failure of the authorities to make proper provision for them. There is also evidence of a lack of co-operation between the three Services, and the lack of knowledge in Whitehall of what was at stake could not be better exemplified than in the signal—not quoted here—from the Admiralty which rapped Admiral Cunningham over the knuckles for placing three *Gladiators* at the disposal of the Royal Air Force in a moment of crisis.

The author is not, however, mainly, or even largely, concerned with the broader questions of strategy, for he is at great pains to show the part played by this or that individual ship, whether she flew the Red Duster or the White Ensign, and it is indeed an enthralling story that he has to tell. We are introduced to men like Captain Horn of the *Sydney Star* who brought his ship, waterlogged and almost out of control after repeated bombing, safe into Grand Harbour, and Captain Hutchison, R.N., of the *Breconshire*, who, too, got to Malta to suffer from the attentions of the Luftwaffe to such an extent that she turned turtle—it is such men as these and their exploits that form the main body of the book, and admirably does the author write of them. Above all there is the epic of *Illustrious* which is as well told as anything that has been written of the British Navy. In effect, each chapter is a masterpiece in itself, but it fits in admirably with the narrative as a whole. So the struggle for the command of the Mediterranean continued until the proud day when Admiral Cunningham was able to signal to the Admiralty, "Be pleased to inform their Lordships that the Italian Battle Fleet now lies at anchor under the guns of the fortress of Malta."

Mr. Cameron wisely confines his story to the operations centring on Malta, but he makes no effort to disguise his opinion that remote control should be avoided at all costs. In this connection he contrasts "the freedom of individual action" during the battle of Sirte with the fact that three months later "the unfortunate Rear-Admiral Vian 'had to dance to a tune piped from Alexandria.'" We had some light on that lesson in the days of Jutland in the First World War; it had to be learnt again in the Second; and it is to be hoped that it will not have been forgotten if ever there is a Third.

* "The Second Cecil." By P. M. Handover. Illustrated. (Eyre and Spottiswoode; 42s.)

* "Red Duster, White Ensign, the Story of the Malta Convoys." By Ian Cameron. Illustrated. (Frederick Muller Ltd.; 25s.)



UNUSUAL PHOTOGRAPHS—I. MARY TUDOR FLIES—WITH LUDWIG VAN BEETHOVEN: STRANGE FELLOW-TRAVELLERS IN SPACE AND TIME, EN ROUTE TOGETHER FOR THE NEW WORLD BY TRANSATLANTIC CLIPPER.

Powerful, forceful, tormented in their lives, neither Beethoven nor Mary Tudor was earthbound in spirit; and if wax effigies have to cross the Atlantic thousands of feet above the clouds, it is right and fitting that it should be two such proud spirits who sat together. It is perhaps needless to say that

these were effigies from Madame Tussaud's and that they were being flown to New York *en route* for a Tussaud exhibition at Niagara Falls; but it is equally hard not to think of them as their great originals and wonder what were their thoughts and what communication there was between them.

MR. SACHEVERELL SITWELL has been meditating on the Four Last Things. This is an exercise which Christians believe to be both positive and salutary. There is nothing particularly obscure about Dante, unless you are going to chase up all the historical allusions, as well as the Aristotelian and Thomist influences. Indeed, the ancients had a pretty definite view of the other world, which has been described by both Homer and Virgil. These are all poets, and so is Mr. Sacheverell Sitwell, but there the parallel ends. For Mr. Sitwell, who writes of himself as "Christian neither by instinct nor inclination," does not believe in an after-life, nor in the pains and punishments of hell. "But," he says, "in an ideal world one need not be Christian or Buddhist in order to paint a picture of heaven or *nirvana*." Perhaps not, but this is not an ideal world, and anyway heaven and *nirvana* are concepts to which quite definite meaning can and should be attached, so that whatever picture your non-Christian or non-Buddhist paints, it will not, in fact, represent either heaven or *nirvana*. What it will represent will be the complexities of the painter's own mind on the subject, and since Mr. Sitwell shows a great preoccupation with the work of the Adamite Hieronymus Bosch (whose major work in the Prado fascinates me every time I visit Madrid), his own complexities are formidable.

The first volume of *JOURNEY TO THE ENDS OF TIME* apparently took seven or eight years to write, and was recast almost annually during that period. In the first line of his "Note of Explanation," Mr. Sitwell says that it is a difficult book. Later he adds that he has marked all six sections of Book III, entitled "Book of the Dead," with a star "because this is the part of the whole work which is most difficult to read and it may be that some readers will prefer to 'skip it.'" (There are, I should add, nine Books in this first volume, and 475 pages, and I am not in the least surprised that the whole piece has been called "Lost in the Dark Wood," an obvious reminiscence of Dante which carries with it no promise of illumination such as that which was later vouchsafed to the Italian poet.) What am I to say about this curiously fascinating, if somewhat tortuous, approach to death and its consequences? It is allegorical-mystical-poetical-historical-satirical. But whereas the Christian writers of allegory used to make the whole thing easy for their readers by clearly labelling their characters, such as Mr. Greathart, Mr. Facing-Both-Ways and Giant Despair, their non-Christian successors will have no truck with anything so *simplicite*. So Mr. Sitwell gives us persons like "The Iclander" and "the Green Boy and the Green Girl." I do not suppose that I understood one word in 10,000 and take leave to doubt whether anyone else will either. But I shall ask, like Hassan of Ishak: "Are all you poets liars?" And I shall be quite content with the reply: "Yah, Hassan, but we tell excellent lies!"

There is nothing particularly allegorical or mystical about John (why have I always known him as "Ian"?), Duke of Bedford, the famous impresario—I think that is the right word—of Woburn Abbey. His *A SILVER-PLATED SPOON* is autobiographical, and gives a most alarming picture of the eccentricities of the Russell family. Beside those of his father and grandfather, such capers as the setting up of milk-bars at Woburn and welcoming nudists into its park seem tame indeed. The present Duke makes his attempts to keep the cold clutches of the National Trust off his ancestral mansion seem logical and right, and he discusses with engaging frankness some incidental difficulties such as that of providing sufficient lavatory accommodation for coach-loads of visitors uneasy after a long journey by road. But what interested me most in this book was the author's account of the appalling rigours to which he was subjected as a boy and as a young man. To be allowed an annual income of only £98 from the family fortune of £200,000 p.a. must have, of itself, set up psychological reactions of an undesirable kind. I am never surprised by those who succumb to neuroses so much as by those who escape. The present Duke of Bedford (yes, I have already mentioned those nudists, so I know about them) has escaped! A most readable publication.

Quite a different cup of tea is Mr. Hassoldt Davis, author of *WORLD WITHOUT A ROOF*. He was, I am sorry to say, christened the Best Developed Boy in America when he was quite a youth, and I dare say that the title was justified. It has certainly made Mr. Davis rather noisy. However, he is a great traveller, a great (one must believe) lover, an expert on the documentary film, and what his blurb-writer calls an "earthy romantic." But do not be too much put off by all this. Mr. Davis writes intelligently of his adventures in many parts of the world. So, too, does Mr. H. N. Marshall, who spent seven years

A LITERARY LOUNGER.

By E. D. O'BRIEN.

as a "teak-wallah" in Siam. His book, *ELEPHANT KINGDOM*, is not entirely about elephants. It contains many observations about the people of the jungles, opium-smoking, teak-collecting, and other aspects of life as he saw it. His attitude to the elephants themselves is not as romantic as mine is—but then, I have not had to regard these creatures as part of a working team! To end this short collection of travel books I will mention Rear-Admiral Noel Wright's *QUEST FOR FRANKLIN*, which makes an exciting story of what happened

noble family in reduced circumstance (how, incidentally, do you reduce a circumstance? I have never known) and marries a beautiful heroine. The background is good. But please, Miss Keyes, Spanish priests carry breviaries, not missals!

BOY IN A GREY OVERCOAT, by Jean Ross, deals with a little boy from a broken home—very, very broken—who is unable to speak. Efforts are made to improve his condition by a sympathetic governess-cum-psychiatrist, while parents and step-parents spoil the good work by selfish emotional crises. The good woman was just a little too good, I thought, and I dearly wanted to smack everyone else—including, I am afraid, the unhappy little Colin. (But then I do not see myself in the rôle of a kind of Freudian Jane Eyre.)

The great M. Simenon is beginning, I note with sorrow, to dry up like certain streams in summer. His latest thriller, *MAIGRET HAS SCRUPLES*, seemed to me to be distinctly tired in treatment. A man and a wife each accuses the other of trying to poison him or her. There is a sister-in-law and a tragedy. Maigret has the whole situation taped by after breakfast. Good stuff, no doubt, but lacking some of the old fire.

I had not read Hilary Ford's "Felix Walking," so I am unable to compare it with the sequel, *FELIX RUNNING*. Felix is an Angry Young Man with a wife and four children. The family escape from England in order to tidy up a sad situation which has arisen through the rapacity of the Inland Revenue, and suffer a series of domestic adventures in Italy and Switzerland. This is funny enough, but not all that funny.

Now for two war novels. The first, *YOUNG MAN OF TALENT*, by G. R. Turner, is specifically described by its publishers as not a war novel. But what else is it? The relationship existing between Peter Scobie, Andy Payne and the rest would never have sprung up if they had not all been in the Australian Army, fighting the Japanese in the New Guinea jungles, and the denouement—full of shots and courts-martial—could not have taken place if the war had not been very much on.

This judgment also goes for Frances Faviell's *A CHELSEA CONCERTO*, an account of the author's experiences as a housewife and V.A.D. during the blitz in Chelsea. It is well and authentically done. The people are convincing—as they should be in what, after all, is autobiography—and there is a terrifying description of a direct hit. Also some hideously gruesome passages about the collection and redistribution of limbs from dead bodies so that a roughly complete corpse could be handed over to relatives. But do we want bomb-stories all over again? I have some splendid first-hand ones of my own should anyone care to listen.

This is the time of year when families prepare for foreign travel, and I can highly recommend the first four volumes of a new series called "Vista Books," on GERMANY, GREECE, ISRAEL and ITALY. These are a foreign importation—or rather, adaptation—which seem to me to be very well worth while. They are guide-books of a kind, with much on historical and social topics. Personally, I think it is a pity that the cover of each of these useful little books should carry a photograph of a young woman wearing an expression of extreme suffering—but let that pass! Could it be that in each case the lady has just had her hotel bill?

CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

THREE 1959 brevities from widely-scattered sources:

This game was played in a club match in Denmark:

IRREGULAR DEFENCE TO 1. P-K4.

TORNERUP White	SORENSEN Black	TORNERUP White	SORENSEN Black
1. P-K4	P-K4	8. Q-B5ch	K-Q3
2. Kt-KB3	Kt-QB3	9. P×Pch	Kt×P
3. Kt-B3	P-KR3?	10. B-KB4	K-B3
4. P-Q4	P-B3??	11. Q×Kt	P-Q3
5. Kt×P	P×Kt	12. B-QKt5ch!	K×B
6. Q-R5ch	K-K2	13. Kt-B3 dbl ch	Black resigns
7. Kt-Q5ch	K-K3		

Played in the Argentine:

SCOTCH GAME.

REDOLFI White	SANCHEZ Black	REDOLFI White	SANCHEZ Black
1. P-K4	P-K4	11. P-KB4	B-Q2
2. Kt-KB3	Kt-QB3	12. P-K5	P×P
3. P-Q4	P×P	13. B-Kt4	Kt-QKt1
4. Kt×P	B-B4	14. Kt(Kt1)-R3	P×P
5. B-K3	Q-B3	15. Q-Q2	K-B1
6. P-QB3	P-Q3?	16. B×Bch	Kt×B
7. B-K2	Kt(Kt1)-K2	17. R×P	Q-Kt4?
8. Castles	B-Kt3	18. Kt-Q6ch	K-Kt1*
9. Kt-Kt5!	K-Q1	19. Kt×BP	Q-Q4
10. B×B	RP×B	20. R-Q1	Resigns

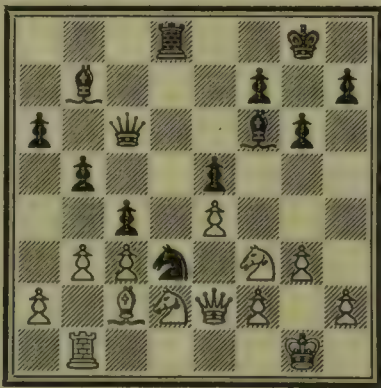
*18... P×Kt; 19. R-QB4 ch would cost Black his queen.

In the final position, Black must lose a piece, 20... Q×Q; 21. R×Q leaving two undefended pieces *en prise*.

Played in Czechoslovakia—between a Rumanian and a Russian:

SICILIAN DEFENCE.

RADOVICI White	POLUGAVEVSKY Black	RADOVICI White	POLUGAVEVSKY Black
1. P-K4	P-QB4	13. P×KP	P×P
2. Kt-KB3	P-Q3	14. Q-K2	P-B5
3. P-B3	Kt-KB3	15. B-B2	Kt-B4
4. Q-B2	Q-B2	16. B×Kt	B×B
5. B-Kt5ch	QKt-Q2	17. QR-Q1	QR-Q1
6. Castles	P-KKt3	18. Kt-Kt1	Q-B3
7. R-K1	B-Kt2	19. R×R	R×R
8. Kt-R3	Castles	20. Kt(Kt1)-Q2	Kt-K3
9. P-Q4	P-QR3	21. P-KKt3	Kt-B4
10. B-B1	P-QKt4	22. P-Kt3	Kt-Q6
11. B-Kt5	B-Kt2	23. R-Kt1	
12. B-Q3	P-K4		



23. P×P! 24. B×Kt
Not 24. P×P because of 24... Q×BP; or
24. R×P, because of 24... Kt-B3!
24. P×P 25. R-QB1 P-R8(Q)!
White resigned; after 26. R×Q, Q×BP, Black
recovers the piece he loaned—he has already received
a pawn interest!

on Sir John Franklin's last Arctic expedition between 1845 and 1848, when he and his companions disappeared. The author concludes that further search might yet clear up the mystery.

This week's novels proved, on the whole, a poor lot. There is some good observation and character-drawing in *THE LETTER FROM SPAIN*, by Frances Parkinson Keyes, a remarkable lady who wears remarkable hats and sells (I am told) a million copies of her every book on each side of the Atlantic. A rich young American Professor travels to Spain to investigate the background to a "Spanish Prisoner" letter which is an obvious hoax. There he unmasks a plot, rescues a Spanish

BOOKS REVIEWED.

- JOURNEY TO THE ENDS OF TIME*, Vol. I: *Lost in the Dark Wood*, by Sacheverell Sitwell. (Cassell; 35s.)
A SILVER-PLATED SPOON, by John, Duke of Bedford. (Cassell; 21s.)
WORLD WITHOUT A ROOF, by Hassoldt Davis. (Cassell; 21s.)
ELEPHANT KINGDOM, by H. N. Marshall. (Hale; 18s.)
QUEST FOR FRANKLIN, by Rear-Admiral Noel Wright. (Heinemann; 25s.)
THE LETTER FROM SPAIN, by Frances Parkinson Keyes. (Eyre and Spottiswoode; 16s.)
BOY IN A GREY OVERCOAT, by Jean Ross. (Hutchinson; 15s.)
MAIGRET HAS SCRUPLES, by Simenon. (Hamilton; 12s. 6d.)
FELIX RUNNING, by Hilary Ford. (Eyre and Spottiswoode; 15s.)
YOUNG MAN OF TALENT, by G. R. Turner. (Cassell; 16s.)
A CHELSEA CONCERTO, by Frances Faviell. (Cassell; 18s.)
GERMANY, by Joseph Rovani. (Vista Books; 6s.)
GREECE, by Mimica Cranaki. (Vista Books; 6s.)
ISRAEL, by David Catarivas. (Vista Books; 6s.)
ITALY, by Paul Lechat. (Vista Books; 6s.)

'Tis the choice of the Lobster

we heard him declare

'Guinness and I are a heavenly pair'



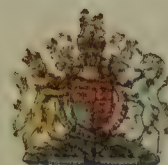
THERE'S NOTHING LIKE A GUINNESS WITH LOBSTER

BENSON and HEDGES

Super Virginia



*When only
the best
will do*



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
TOBACCONISTS
BENSON & HEDGES LTD



ARROW — *The shirt for Britain with a dash of American*

The
world
swing...



SYDNEY



TORONTO

is to
Rothmans
KING SIZE

The world's
largest selling
KING SIZE
virginia cigarette

Rothmans King Size continues to outsell all other king size Virginia cigarettes in the World as smokers make first cigarette switch in over half a century.

In 1951 the Rothman Group introduced their new idea in smoking —KING SIZE FILTER. In that short time smokers have thrown off the habits of over half a century and are switching from old short cigarettes to the modern KING SIZE FILTER which is sweeping the cigarette markets of the world.



LONDON

Extra tobacco length *plus* finer filter
Priced at 3/11 for 20

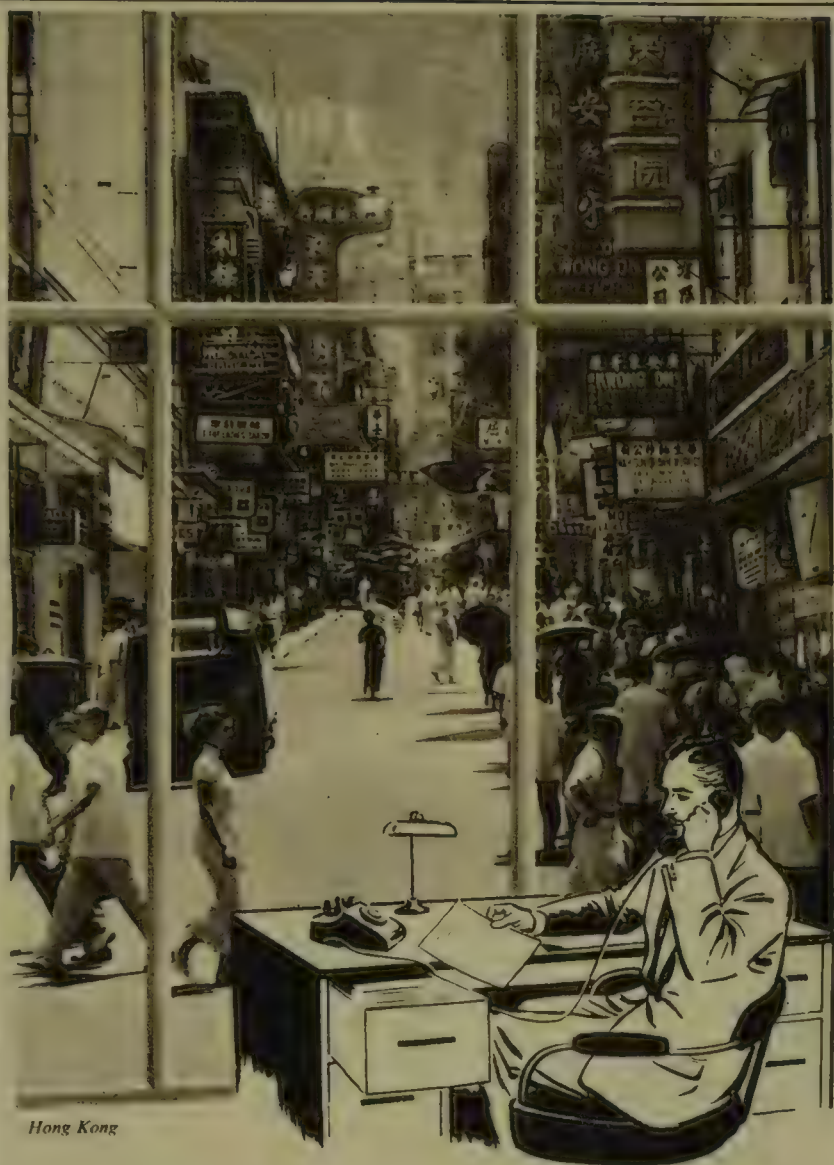


MAKE THE KING SIZE TEST

Place your old cigarette on this actual size comparison chart. Rothmans King Size gives you real tobacco length with the filter added. Compare the extra length of Virginia tobacco. Compare the flavour—Compare the finer filter.

KSF3/G/59

GREAT BRITAIN · SOUTH AFRICA · CANADA · AUSTRALIA · NEW ZEALAND
Copyright



Hong Kong

from your desk to the FAR EAST

If trade with the Far East interests you, just make a telephone call! Better still, pay a visit to our office at 9 Gracechurch Street. In either case, you will be put *directly in touch* with Far Eastern affairs.

We can provide you with up-to-date credit information and advise you on many other aspects of business with the Far East.

As the largest British bank established by the Far East for the Far East, with branches in twenty countries and a network of agencies in all other principal trading centres, we are in a unique position to help you.

THE HONGKONG AND SHANGHAI BANKING CORPORATION

HEAD OFFICE: HONG KONG

LONDON OFFICE: 9 GRACECHURCH STREET, E.C.3

TELEPHONE: MANSION HOUSE 8541

• Branches throughout the Far East; also in New York, Hamburg, Paris.
Offices of our Subsidiary in San Francisco and Los Angeles.



Queen of Scots



MACDONALD & MUIR LTD

Distillers · Leith · Scotland



Scotch Whisky

More and more people are calling for Bell's. They've tried it, like it, and now insist on it.

Remember the name . . .

BELL'S

SCOTCH WHISKY

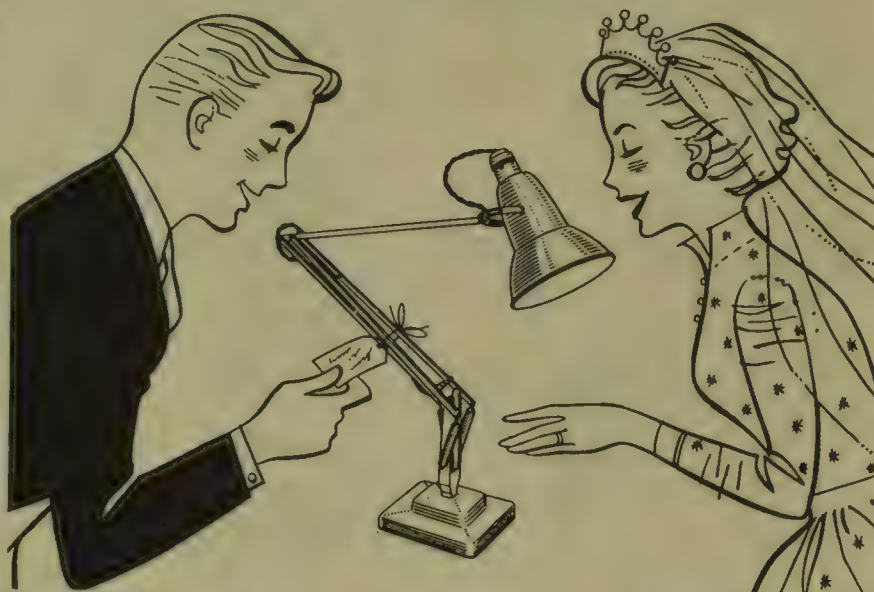
ARTHUR BELL & SONS LTD., DISTILLERS, PERTH, SCOTLAND

Something they'll live with happily ever after

An Anglepoise lamp—the wedding gift with a difference. It's something that's useful in a houseful of ways, handy and handsome. Angled here, there, anywhere it's wanted, and staying poised—an Anglepoise makes light of a hundred-and-one switch-on occasions—hers and his. It's a lifetime luxury in green, red or yellow, cream, cream and gold mottled or businesslike black. It's the wedding gift of wedding gifts—and anyone's from 94/8 at all the best electrical shops.

Anglepoise

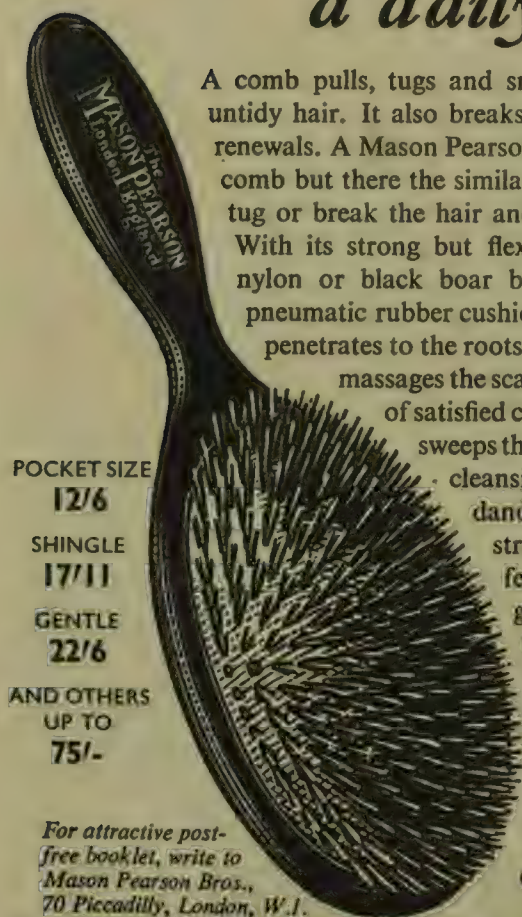
(Regd.)



HERBERT TERRY & SONS LTD., of Redditch, Worcs.

TA112C

As good as a daily massage



POCKET SIZE
12/6
SHINGLE
17/11
GENTLE
22/6
AND OTHERS
UP TO
75/-

For attractive post-free booklet, write to Mason Pearson Bros., 70 Piccadilly, London, W.1.

A comb pulls, tugs and snags without mercy through untidy hair. It also breaks quickly and needs frequent renewals. A Mason Pearson reaches the roots just like a comb but there the similarity ends. This brush will not tug or break the hair and will last out many combs. With its strong but flexible slender spired tufts of nylon or black boar bristle, scientifically set in a pneumatic rubber cushion, the Mason Pearson brush penetrates to the roots of your hair and thoroughly massages the scalp—leaving a pleasant feeling of satisfied comfort. Gently and quickly it sweeps through the tangles, thoroughly cleansing the hair of all dust and dandruff lifting each disarranged strand into place. Your hair feels fresh and clean . . . looks glossy, trim and attractive. Owing to its unique construction whereby one bristle performs the work of three, the Mason Pearson can be sold at a much lower price than would otherwise be possible with a brush of this quality.



FLOW CONTROL



in Irrigation and Flood Control Schemes

Glenfield Sluice Gates are incorporated in many of the huge barrages that have been built in various parts of the world to harness water for irrigation purposes: and are widely applied, too, in works constructed to safeguard against the damage and devastation that can be caused by flooding waters.

Head Office & Works:
KILMARNOCK,
SCOTLAND

Glenfield

GLENFIELD & KENNEDY LIMITED KILMARNOCK

MASON PEARSON

London England

Italy's most delicious drink

CINZANO BIANCO



Mellow yet refreshing,
smooth and golden,
CINZANO BIANCO is a
unique white vermouth
with its sweetness
tempered by a
fascinating aromatic tang.

Try Cinzano Bianco
as a refreshing long drink
when topped up with ice
and soda water . . .
or on its own with ice
and a twist of lemon peel.
Delicious either way.

CINZANO

BIANCO

SPECIAL INTRODUCTORY SIZE 8/10
*The economy size to let you get
acquainted with this delicious drink*

THE LARGE SIZE BOTTLE : 16/9

CINZANO RED Sweet dark and richly coloured—
the traditional Vermouth of Italy.
Introductory size 8/10. Large bottle 16/9.

CINZANO DRY FRENCH Quality and distinction
are self-evident in this genuine French Vermouth.
Introductory size 9/3. Large Bottle 17/6.



*Wherever
you go...*



more people ask for Gordon's
than any other gin

Cool, clean, subtle flavour? . . . Yes, Gordon's is
all of these, but words alone cannot describe the
difference between one gin and another. Only
your good taste can tell you. If you are a con-
noisseur, Gordon's will delight you. If you are
new to it, you'll never want to change. Ask for it
specifically. Gordon's and tonic,
Gordon's and orange, or Gordon's and
whatever you like most . . . and you
certainly will like it most!



Gordon's Gin



STANDARD SIZES
ALSO HALF AND QUARTER FLASKS
FOR THE POCKET



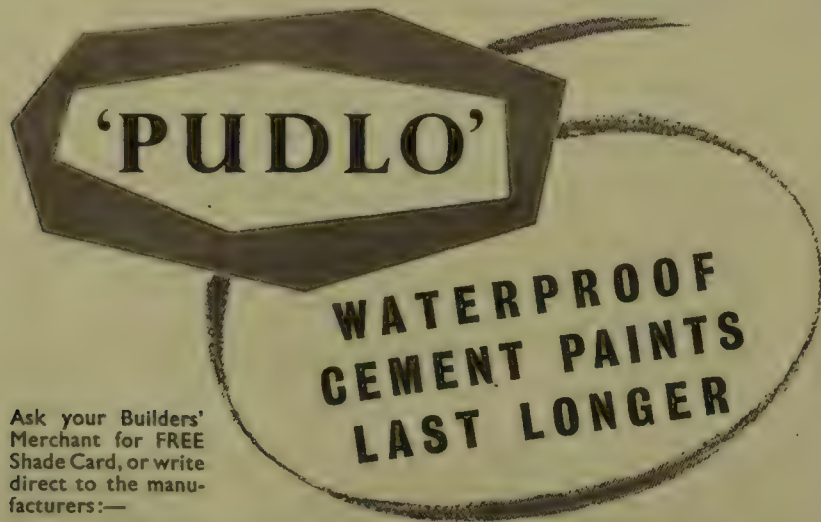
By Appointment to Her Majesty The Queen
Gin Distillers Booth's Distilleries Limited

Everything is better with

BOOTH'S

DRY GIN

*the Gin of the day since 1740,
smooth, mellow and distinctive*



KERNER-GREENWOOD & CO. LTD.
Dept. 6, King's Lynn. Telephone : King's Lynn 2293

WT. 10



Cool for Summer

Suit in Terylene and linen.
Washable; needs little
ironing; grey or stone.
13 guineas

In drip-dry Terylene,
grey or fawn.
17 guineas

In mohair and wool,
grey or blue.
£20.15.6.

These prices are for chest
sizes 34 ins.-42 ins. Larger
sizes cost slightly more.

Gieves
LIMITED



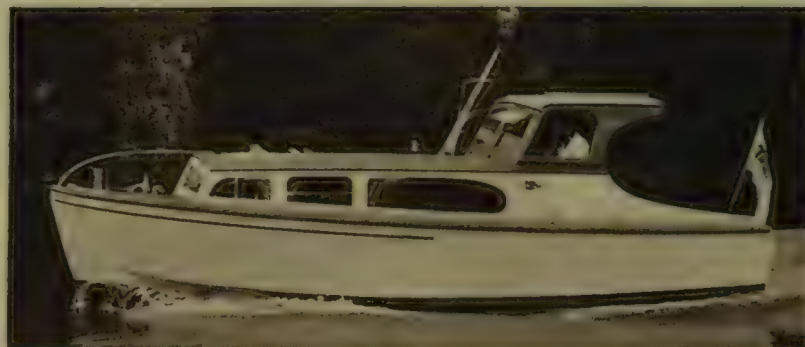
By Appointment
to Her Majesty the Queen
Makers of Linen Hats



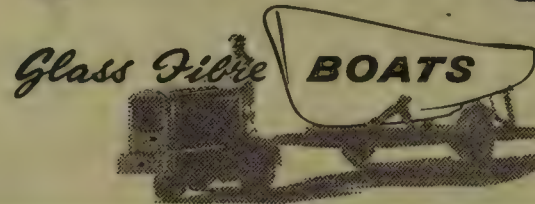
By Appointment
to His Royal Highness
the Duke of Edinburgh
Naval Tailors and Outfitters

Tailors, Hosiers and Hatters since 1785

27 OLD BOND STREET LONDON W1 Telephone: HYDe Park 2276



THORNYCROFT



Illustrated above are two examples of cabin
cruisers based on our 28 ft. 6 ins. "Danielle" Class
Glass Fibre hull. These hulls can be completed in a
variety of ways to meet your individual requirements.

Cabin cruisers of the type shown in the upper
illustration are available for immediate delivery,
prices from £4,000.

JOHN I. THORNYCROFT & CO. LIMITED, Thornycroft House, LONDON, S.W.1



Where Roman soldiers marched—

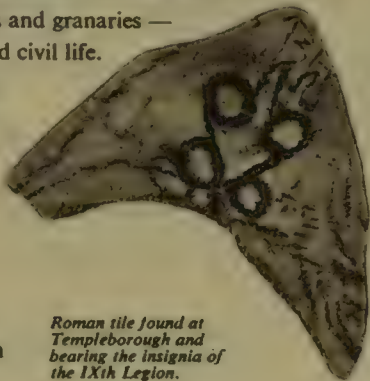


About AD 50, the present site of the Templeborough plant of Steel, Peech & Tozer was a Roman camp at the ford where Riknild Street crossed the River Don. Following the slaughter of the IXth Roman Legion by Boadicea, remnants were moved north, the camp strengthened and enlarged and then

became a great permanent fortress with temple, baths, hospitals, villas, storehouses and granaries — a complete centre of Roman military and civil life.

The Temple endured for three centuries, and in the local museum lie portions of columns, altars and sepulchral monuments which were unearthed in the vicinity of Templeborough.

The tile bearing the emblem of the IXth Legion was found during the excavations in 1919 for the first portion of Templeborough Works, when a foundry was also uncovered, evidence of early iron-working on this site.



Roman tile found at Templeborough and bearing the insignia of the IXth Legion.

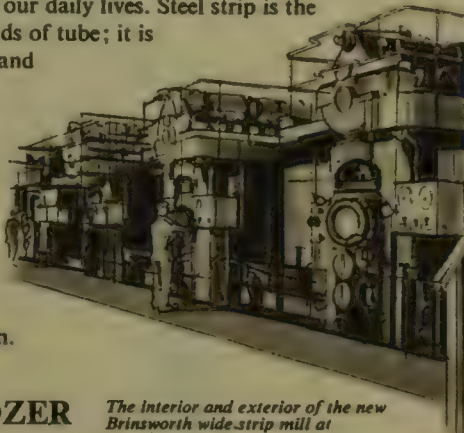
— a new continuous strip mill



The Steel, Peech & Tozer steelworks now stretch for nearly two miles along the River Don, and the latest addition, the new Brinsworth Continuous Strip Mill is the most modern of its kind in the world. Here are rolled thousands of tons each week of steel strip, which finds its way into every part of our daily lives. Steel strip is the basis of many kinds of tube; it is

found in bicycle frames and

and perambulators, motor car wheels and vacuum cleaners. But then, strip figures in one form or another in almost everything. In the home, the office and the fields, by road, sea, rail or air you constantly encounter useful applications of the most versatile material — steel strip from Templeborough.



STEEL, PEECH & TOZER

The interior and exterior of the new Brinsworth wide-strip mill at Templeborough.

A Branch of THE UNITED
STEEL
COMPANIES LTD



SP 223

Question:

Do you like your whisky

- a/ heavy
- b/ light
- c/ straight?



Shown in the beautiful bottle above is, of course, the lightest Scotch whisky you can buy: Whyte and Mackays:

If your answer is A), well, you're entitled to your opinion, but please don't bother to read any further. If, however, your answer is either B) or C), that opens two possibilities: You are acquainted with Whyte and Mackays, or you are not. If you are, you will already be happily aware that it is the lightest Scotch Whisky blended, and having endorsed our statement, will go and pour yourself one immediately. If you have never heard of it, then please let us enlighten you now: Whyte and Mackays is one of the oldest proprietary brands of Scotch,

and has been the pride and joy of knowledgeable people since great-grandpapa wore a stove-pipe hat. Its lightness and delicacy probably helped him materially to become an eminent Victorian. All of which leaves you two possibilities: you can shrug it off, to your loss, or you can act on it by getting yourself a bottle of Whyte and Mackays, and then there is only one possibility: you'll live happily ever after!

Available in Bottles, Half and Quarter Pocket Flasks with the new Jigger cap, and miniatures.

WHYTE & MACKAY LIMITED, GLASGOW. An Independent Company Est. 1844

*Independently
yours* around and about...

Independent of public transport... of hotels and restaurants... of so many expenses and restrictions—the DORMOBILE CARAVAN provides complete holiday accommodation. There's a cooker, sink, table, cupboards, wardrobe, beds for 4, seats for 6 and a push-up roof canopy for ample headroom. In fact, everything to give you inexpensive and carefree holidays for years and years to come!



away with the dishes



...and so to bed!



DORMOBILE CARAVAN

Conversion of Bedford C.A.S. Van
4-berth £785 2-berth £735

Also available conversion of
Bedford C.A.L. Van

Conversion of Thames 15 cwt. Van
4-berth £826. 10. 2-berth £811. 10.
NO P.T.

Full details from dealers or
the designers

**Martin
Walter Ltd**
PIONEERS OF
THE ALL-PURPOSE
VEHICLE

Dept. I.L.N. Utlecon Works, Folkestone

'Phone Folkestone 51844

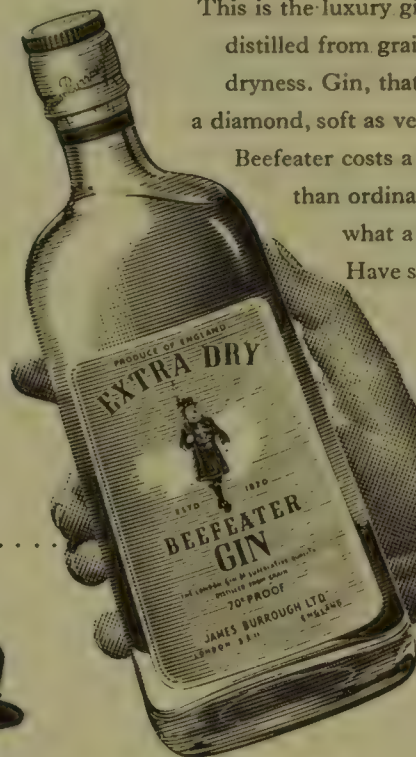
Established 1773.

WORLD'S LARGEST PRODUCERS OF DUAL-PURPOSE BODYWORK.

BEEFEATER

A little more to pay—
a lot more to enjoy

This is the luxury gin—triple
distilled from grain for extra
dryness. Gin, that is clear as
a diamond, soft as velvet. True,
Beefeater costs a little more
than ordinary gin, but
what a difference.
Have some today.



37/-
a bottle



**EXTRA DRY
BEEFEATER GIN**

JAMES BURROUGH LIMITED, LONDON, S.E.11. DISTILLERS OF FINE GIN SINCE 1820



THOSE WHO COMMAND—DEMAND...

QUEEN ANNE
SCOTCH WHISKY



HILL THOMSON & CO. LTD. Edinburgh

ESTABLISHED 1793



A gracious welcome to your guests

18/- bottle • 9/6 half-bottle

Also Magnums 36/-

She certainly appreciates the help of modern detergents—though she has no idea of the important part Marchon plays in making them. The detergent manufacturers, on the other hand, recognise Marchon as the leading specialists in detergent raw materials.

Marchon make detergent chemicals and sell them all over the world.

Marchon

PRODUCTS LIMITED

Manufacturers of: Fatty alcohol sulphates (EMPICOLS), Emulsifiers (EMPILANS), Self-emulsifying waxes (EMPIWAXES), Alkyl aryl sulphates (NANSA), Hydrotropes (ELTESOLS), and other detergent bases in powder, paste and liquid forms; Fatty alcohols (LAUREX); Phosphoric acid and complex phosphates (EMPIPHOS).



AGENTS & OFFICES IN PRINCIPAL CITIES OF THE WORLD

HEAD OFFICE: Whitehaven, England. Telephone: Whitehaven 3131 Telegrams: Marchonpro Whitehaven Telex
LONDON OFFICE: 140 Park Lane, London, W.1. Telephone: Mayfair 7385 Telegrams: Marchonpro, London, Telex.

Member of the Albright & Wilson Group of Companies

Mar 247

51



RELSKA-Vodka the Oldest est. 1721.

RELSKA is Tasteless in a drink and in the Cocktails and Long-Drinks you taste the other ingredients and NOT the RELSKA, which mixes perfectly with Fruit-juices, Colas, Wines, and Liquors. Drinkers of Alcohol generally have a bad breath, but drinkers of RELSKA have a clean and pleasant breath.

★

TRY a Cooler RELSKA-Vodka

Place a jigger of RELSKA in a tall glass, add Ice-Cubes. Fill glass with Cola, Ginger-Ale, Vermouth, Grape-Juice
or - - - - **WHAT HAVE YOU.**

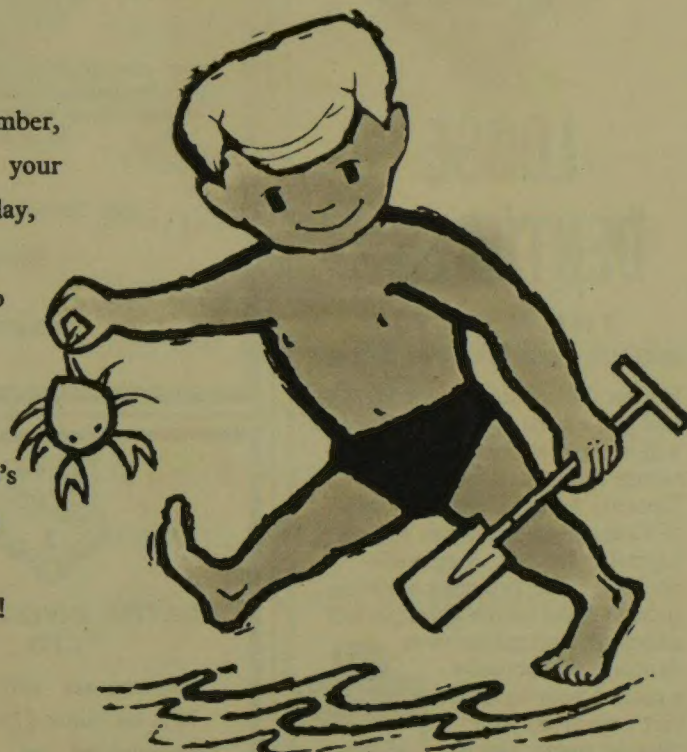
The RELSKY Co. through scientific research and TWO-HUNDRED years' experience, developed to a degree of outstanding excellence, where it has retained recognition throughout the World.

★

L. RELSKY & CO.
10 rue HERRY
Brussels - Belgium.

SHARE YOUR FUN this summer!

Please remember,
as you plan your
family's holiday,
the 7,400
children who
share the
family
life of
Dr. Barnardo's
Homes. Help
them enjoy
summer, too!



Please send

Cheques and Postal Orders to:-

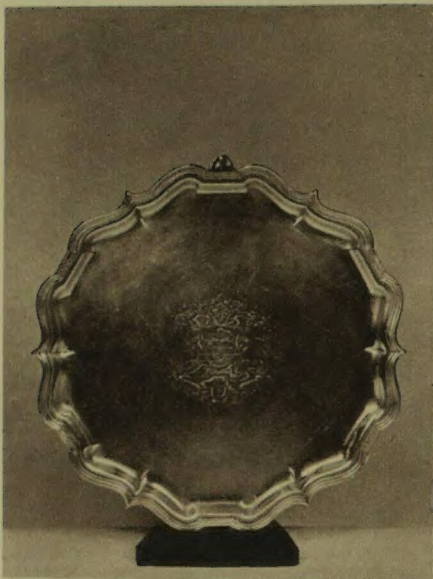
DR BARNARDO'S HOMES

92 BARNARDO HOUSE, STEPNEY CAUSEWAY. LONDON, E.1

1529/F

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions—namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price as shown on the cover of this issue, and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

HOW



SALVER

By I. Riboulau.

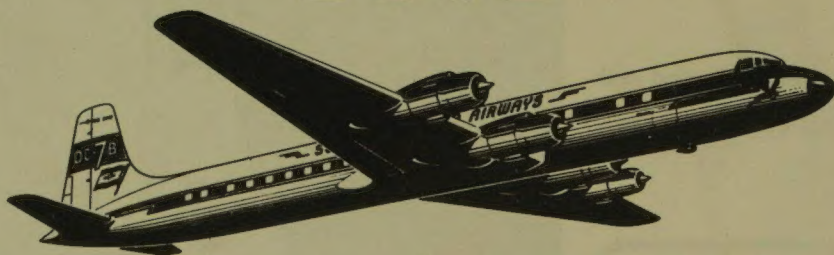
London 1727. Weight: 40 ozs. 15 dwts.

HOW (of EDINBURGH) LTD.

ONLY ADDRESS:

2-3 PICKERING PLACE,
ST. JAMES'S STREET,
LONDON, S.W.1

Telephone & Telegrams: WHItchall 7140

BY **DC-7B** AIRCRAFT**FOR THOSE IN A HURRY**

Two stops only — Frankfurt and Kano—this fast service lands you in Johannesburg in less than a day.

EAST COAST ROUTE

Via Europe and Central Africa with stop-over facilities at many interesting places.

ON TO AUSTRALIA

Via Mauritius and Cocos Islands for little more than the direct London-Australia fare.

For details consult your Travel Agent, B.O.A.C. or South African Airways, South Africa House, Trafalgar Square, London, W.C.2.
Telephone WHItchall 4488

For reservations—telephone VICtoria 2323

**SOUTH AFRICAN AIRWAYS**

IN ASSOCIATION WITH B.O.A.C., C.A.A. AND QANTAS

The Grand Macnish

Scotch Whisky



Blended & Bottled
by

ROBERT McNISH & Co., Ltd.
45 WASHINGTON STREET, GLASGOW, C.3



LOOSE DENTURES?

THE WAY TO SELF-ASSURANCE

Follow the advice of your Dentist and you can be sure your dentures will remain comfortable and secure throughout each day. Dentists recommend daily use of Corega—the so sure, so safe vegetable fixative. A sprinkle on your plate provides a strong suction bond which gives perfect adhesion, and makes your dentures feel actually a part of your mouth. Get a tin from your chemist today; use it and see how self-assured you become as you talk, laugh and enjoy your meals.



For Denture Comfort Use

COREGA

The fixative Dentists recommend.

UNIVERSITÉ DE NEUCHÂTEL**FACULTÉ DES LETTRES**

avec Séminaire de français moderne pour étudiants de langue étrangère (certificat et diplôme).

Cours de vacances de langue et littérature françaises du 11 juillet au 13 août 1960

FACULTÉ DES SCIENCES

avec enseignement préparant aux divers types de licence, au diplôme de science actuarielle, de physicien, d'ingénieur-chimiste et d'ingénieur-horloger, au doctorat ès sciences ainsi qu'aux premiers examens fédéraux de médecine, de pharmacie, d'art dentaire et d'art vétérinaire.

FACULTÉ DE DROIT

avec Section des sciences commerciales, économiques et sociales.

FACULTÉ DE THÉOLOGIE PROTESTANTE

Demandez toute documentation au

SECRÉTARIAT DE L'UNIVERSITÉ—NEUCHÂTEL

Telephone (038) 5 3851

**DAVIES INVESTMENTS LTD.**

Bankers, are still offering 7½% on sums £20 to £500 (withdrawal on demand) with extra ½% interest on units of £500.

Full details from
Investment Dept. IL.

DAVIES INVESTMENTS LTD.
Danes Inn House, 265, Strand,
London, W.C.2

**OVERSEAS SHIPPING**

When calling at these Canadian Ports
ST. JOHN'S, NEWFOUNDLAND
HALIFAX, N.S.—SAINT JOHN, N.B.
QUEBEC and MONTREAL, QUE.
VANCOUVER and VICTORIA, B.C.

"EXPORT" CIGARETTES

at competitive prices "In Bond" for passenger and crew use.

MACDONALD'S—SINCE 1858

CROWN OF CROWNS

LIEBFRAUMILCH



If this fine wine—with the triangular label—isn't on your wine merchant's list please write for nearest supplier to Percy Fox & Co. Ltd., 38 King William St, London, E.C.4

A Langenbach Hock

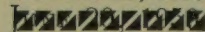


*Lucky
man...*

... as he has to do the washing up, that there is a Stainless Steel sink to do it in. It makes the job much easier. "Staybrite" stainless steel is the ideal metal in the home—attractive, hygienic and labour saving. No special polishes are needed—all that is required to maintain the lustrous appearance is normal washing with hot soapy water. A list of stores and stockists of modern, new design stainless steel ware will be sent on request.



FIRTH-VICKERS STAINLESS STEELS LTD., SHEFFIELD
is the only Company in Europe to devote its activities exclusively to the production and development of stainless and heat-resisting steels.



By Appointment to Her Majesty the Queen



Scotch Whisky Distillers, John Walker & Sons Ltd.



Good old

JOHNNIE WALKER

Ask for the Scotch of Scotch by name

BORN 1820 — still going strong